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HONGKONG, FRIDAY, APRIL 2811, 1911.

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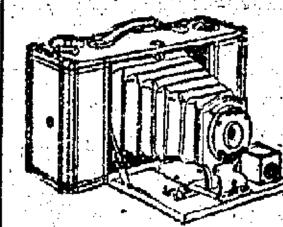


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... No. 14, Queen's Road Central, Hongkong. Hongkong, 3rd April, 1911.

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NOTICE IS HEREBY GIVEN that I have Dissolved Partnership with Capt. GILDAN, of the Zetland House, in Zetland Street, Victoria, Hongkong, since the 18th April, 1911. I will therefore not be held responsible for any Debts contracted since that

CHENG WA KWAN. Hongkong, 25th April, 1911.

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written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VŒUT ROAD O LONDON OFFICE: 131, FLEET STERET. EC

The Daily Press.

Hongkong, April 28TE, 1911.

Though the number of motor vehicles in the Colony is comparatively small they have attracted considerable attention and have been responsible for the formation of certain views which have been widely and forcibly expressed. An opinion was formed that these vehicles should come under more stringent regulations than were in force. and the indiscretions of certain drivers and misfortunes of others have clearly pointed to the necessity for expecial regulations for the control of this new feature of local traffic. The several accidents which have Manila Observatory the following telegram:occurred of late could not but direct the Low-pressure area over northern part China attention of the authorities to the subject and that it has received consideration is indicated by the new vehicle regulations made by the Governor-in-Council published this week. Some people regard the new regulations as being very little advance of the existing regulations governing vehicular traffic in the various of the Colony, but it may be inferred that such opinions are not quite free from the bias which largely prevails against these vehicles. Admittedly motorists at Home and in this Colony have done very little to remove the prejudices of the nonflamed that popular dislike by wilfully disregarding the rights of others on

a source of danger to the public. Motor traffic is now a feature of most cities at Home, and people have become accustomed to such vehicles on the thoroughfare. No feeling exists against them in large centres of population. But in rural districts it is different. The prospect of a clear run is a temptation which few automobilists can resist, and the fact that they give little thought to the possible pedestrian adds to the irritation with which the rural population regard such vehicles. In Hongkong, the streets of the city are accustomed to little more than pedestrian traffic. Vehicular traffic, as the term is understood at Home; is practically unknown. True, the coming of the tram-car gave a beginning to vehicular traffic, and it may indeed be said that had it not been for the electric car teaching the native that present day conditions demand that the roads should permit of new forms of locomotion, the motor car would have been impossible in Hongkong. But it has come, and it has come to stay Notwithstanding the limited area in which motors may travel, the number of such vehicles is likely to increase, and that being so, the necessity for ensuring that they shall not become a danger to the community is manifest. The Chinese have to accustom themselves to the altered street conditions which follow the introduction of vehicular traffic. They have to learn that the streets have dangers for the unwary which did not exist lefore. The caution which makes n man look before he steps off the pavement to cross the road has yet to be acquired. But, while the public have to be inculcated with new ideas as to their conduct in the streets, it has to be realised also excellent one:that our thoroughfares do not lend themselves to motor traffic as do those at Home, and motorists must bow to the inevitable as expressed in the regulations which the authorities have formed for such traffic. The regulations are by no means stringent, and it seems to us the authorities have dealt with the subject in a spirit of great moderation. The hill districts of Victoria generally may not be used by such vehicles. This seems to be as much in the interest of the motorists themselves as in the interests of the public. Battery Path, which was the scene of a recent accident, and many narrow escapes, is now included in the prohibited area. Under the regulations two through routes are available for motors at ten miles an hour, the same speed as for tram-cars in the city. The first route is Bonham Road, Caine Road, and Albert Road, down Garden Road to Queen's Road Bast : the second is the tram route from the Jubilee Road to Causeway Bay: Speed limits ranging from seven to twelve miles an hour in city streets have been introduced. These must be regarded by the public as satisfactory though it seems to us that twenty miles an hour outside the urban district is an excessive speed, having regard to the considerable pedestrian traffic of these thoroughfares. Still, generally speaking, the regulations give a larger measure of control over this form of traffic than previously existed, and if they are found inadequate they can be made as stringent as experience indicates to be necessary...

the roadways and by proving themselves

The French mail of the 28th March was delivered in London on the 26th.

The daily plague return contained two cases yesterday. The total is now five.

Two cobras were killed on the Peak on Wednesday-one on the tramline, and an other in Mr. Jones Hughes' garden. 🔩

On Wednesday a fire broke out at No. 101, Main Street, Shaukiwan. The eastern section of the fire brigade were called out and got the fire under way, but not before the house was gutted and damage done to the extent of \$1,400.

The American Consulate-General at Hongkong at noon yesterday received from the Sen. A typhoon may develop in it to the E.N.E. or N. E. of Paracels.

The death is reported from Kobe of Captain Frederick Devenish, an old resident in the port." who was formerly in the employ of the Milian Bishi Steamship Co. and later joined the Portuguese. Licensed Inland Sea Pilots. Captain Devenish had been ill for a long time before his death.

Before H.E. the Governor of the Straits Settlements left Singapore for Home the members of the Chamber of Commerce were definitely asked to record their opinion of the Freights and Steamship Bill. They accordingly presented a memorial in its favour signed by 31 firms, or every firm not tied to the Conmotor-riding public against these vehicles, ference. His Excellency, in thanking them for but in many instances have actually in. | the memorial, added :- "I will do my best to | nature of the defence, which was quite unexpected. secure some permanent improvement in existing

Prince Ferdinand Lobkowitz and Prince IIEEERAMS Joseph Lobkowits and Baron Mayr von Melnhof and Captain Armstrong arrived by s.s. I elia yesterday morning and are staying at Government House.

Next trooping season, the 1st battalion Royal Inniskilling Fusiliers will leave Tientsin, North China, for India, and will take over quarters at Mhow, where the 6th Inniskilling Desgoons are quartered. The 2nd battalion Somersetshire Light Infantry, now at Malta, will replace the Inniskillings in North China. The 2nd bettalion of the Somersets was never previously in

THE MINISTERING CHILDREN'S LEAGUE:

. Ludy Lugard yesterday afternoon entertained the Chinese Members of the Ministering Children's League, at Government House. There were present 314 children, (i. e. Members) and 34 Associatos. Lady Lugard delivered an excellent address, and afterwards tea was serred in the suppor room. There were present Mrs. Atkinson, Mrs. Pollock Mrs. Jordan, Mrs. Stedman, Mrs. Acton, Mrs. | Sanders, Mrs. Stabb, Miss St. John. Miss Pitte, Miss Hurker, Miss Bondelack, Miss Griffin. Mrs. Tutcher, and many others. Mr. Sung kindly translated Lady Lugard's address into

The good behaviour of all the children was most noticeable and they went to their places both for the address and for tea without any confusion or noise. We regret that pressure upon our space compels us to hold over report of the address until to-morrow.

> HONGKONG PHILHARMONIC SOCIETY.

The Hongkong Philharmonic Society will give its final concert of this season to night at 9.15 p.m. in the City Hall. Tickets are \$5 and the plan is to be seen at Messrs. Lane, Crawford & Co's. The programme, as will be seen, is an

-Liebostraum 3-Sonata for Violin and Piano Mr. TIMMERSCHEIDT and Mr. DANNENBES.

6-Presto and Finale for Pisno and Orohestra Mondoluschn Mr. DENMAN FULLER. (Conductor, Mr. E. J. CHAPMAN.) PART 2.

Moore and Mr. F. Austin. Chorus and Orchestra of 80 performers.

MUSIC IN A BAR-ROOM.

WHO WAS THE MUSICIAN?

yesterday the hearing of the case concluded in which Sergeant T. Murphy summoned William Krater, plicences of the Rose, Road Central, for unlawfully, permitting a woman to entertain onstomers by playing a piano in the bar-room on the evening of April 17th. Mr. P. P. J. Wodehouse prosecuted, and Mr. J. H. Gardiner appeared for the defendant.

J. Souzs, swors, said he was asked by a man named Franco to play the piano at the Rose, Shamrook and Thistle Hotel on the 17th instant. On that evening he played at the hotel from six till 11 30 p.m. the left the plant only for a the bar that night.

In reply to his Worship witness said he was dressed in a white jacket and black trousers on the night in question. He was not playing the

piano continually. pionist there that night?—I was alone.

Did any soldier sing?-No, but some soldiers

to being in the Rose, Shamrock and Thistle city two rifles and several hundred rounds of Hotel on the night of the 17th in tent, He communition. went there about 7.3 - and left at 11.30 p.m. Between those hours no temale played the piano, but the last witness was playing. did not see Miss or Mrs. Krater in the bar. His Worship-Was there any singing that

night?-No. It was said that a soldier sang to the defendant's daughter's accompaniment. Is that

Do you remember how the planist was dressed?-1 had a white coat on, but L.couldn't say about the trousers. J

What makes you remember that night? Is there anything peculiar about it?-Nothing peculiar, but there was a new pinnist. Mr. Wodehouse-How were you dressed?-

Did any soldier dressed in red go on to the stage during the evening ?-I didn't notice. How many drinks did you have up till ten foundation, enjoying as it does therefore the o'clock?-I couldn't say. I suppose I had one or two, but I was perfectly sober. Samuel Rose and he was in the Rose,

Shamrock and mistle Hotel from about nine till 10.15 o'car on the night of the 17th instant. While he was there he did not see any girl in the bar, but there were two or three soldiers there. He could not say whether the last witness was there.

His Worship - Who was Do you remember anything about his dress –He had a dark coat on.

Not white?—No. You have no doubt of the date? - No. I am

perfectly certain. Mr. Gardiner submitted that Sergeant Marphy must have made a mistake. The question of a woman in the bar or playing the piano was absolutely contradicted by very, very strong evidence. The evidence on the whole proved conclusively that there was some mistake and he asked that the defendant be discharged. Mr. Wodehouse asked permission to call rebutting evidence in view of the extraordinary

His Worship-I don't think it is necessary. I am perfectly satisfied that the woman was there, and I fine the defendant \$25.

Commight Ordinance, 1894. [REUTER'S SERVICE TO THE " HONGKONG.

Protected by the Telegraph Message

THE VETO BILL.

REFERENDUM REJECTED

DAILT PRESS."

London, April 27th.

In the course of the debate in the House of Commons on the Veto-Bill, an amendment was proposed to enact intendent of Police). that if after a Bill had been thrice passed by the Commons it was rejected by the Lords, it should be submitted to the referendum, and if approved become law.

The amendment was rejected by 286 votes to 164.

Mr. Asquith (Prime Minister) said the amendment was more revolutionary than anything yet submitted to the House and he deprecated the idea of representatives being sent to the House to do the people's work and then throwing back on the people the burden of deciding what the representatives were sent to the House to

SUPREMACY OF THE PACIFIC.

London, April 27th.

At a banquet given in New York F. von Blon by the American Asiatic Society Mr. Franck and Mr. Uchida, the Japanese Amrelations existing between the United States and Japan.

President Taft wrote saying that the treaty recently negotiated between the two countries showed friendship so strong that they could well afford to regard with complacence the mischievous and malicious immours Refore Mr. Ballifax at the Magintracy recently current. They utterly lacked

Mr. Uchida said Japan would never Shamrock and Thistle Hotel, 304-306, Queen's go to war unless forced. Japan's ambition was not to see the Japanese the ocean hung with the mingled splendours of the Stars and Stripes and the Sun-flag of Japan.

CANTON RUMOURS.

Rumours are published in one of the Chinese short time, and during his absence nobody played; newspapers of the Colony of a probable rising Witness did not see the defoudant's daughter in | in Canton to-morrow, but we are unable to learn olid foundation for these that there

It is true that in the Tarter Quarter during the last few days, in consequence of orders received from Peking, increased vigilance on Mr. Wodehouse-Was there any other male | the part of the Manchu soldiery has been very noticeable. Two guns have been mounted on the walls and house-to-house searches have been made at night for revolutionaries. All strongers Was the soldier dressed in khaki? - I don't found are required to give a strict account of themselves. Two men were arrested a couple Private F. T. Stampton, K.O.Y.L.I., spoke of days ago charged with smugglin; into the

> In this connection also it may be mentioned that about 400 of the soldiers in Canton who have drilled in foreign methods are to be disbanded to-morrow, on the expiry their period of service. Each of these soldiers will have a pension of one dollar a month on condition that they do one drill a year.

TERCENTENARY OF A MANILA UNIVERSITY.

To-day, the 28th April, is a memorable day for the University of St. Thomas of Manila, Philipping Islands, as that great seat of learning in the East celebrates the third centenary of its unique distinction of being one of the oldest workshops than our homes can be economically Universities in the world.

We have been favoured with an interesting historical sketch of the University's career, the publication of which pressure on our space today compels us to postpone until to-morrow.

> THE S.S. "ASIA." A CONTRADICTION.

Hongkong having been shot dead on the Asia in the excitement which followed the wreck of the ship is untrue. The only Chinese woman among the passengers was Mrs. Dong Shee, who has relatives in California. They have cabled for confirmation or denial of the report which had already reached California. Mr. Haton informs us that the reply to his cable to Shanghai is that Mrs. Dong Shee is here, only

slightly hurt.

LEGISLATIV COUNCIL.

A meeting of the Hongkong Legislati Council was held yesterday at the Council Chamber.

The following were present :-HIS EXCELLENCY THE GOVERNOR, SIR

FREDERICK JOHN DEALTRY LUGARD, K.C.M.G., C.B., D.S.O. Hon, Mr. C. CLEMENTI (Colonial Secretary).

General). Hon. Mr. A. M. THOMSON (Colonial Trea-

Hon Mr. C. G. ALABASTER (Attorney

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works Hon. Mr. A. W. Brewin (Registrar-General) Hon. Captain F. W. Lyons (Captain-Super-

Hon. Dr. Ho KAI, M.B., C.M.G. Hon. Mr. WEI YUK, C.M.G. Hon. Mr. H. E. POLLOCK, K.C. Hon. Mr. E. A. Hewerr. Hon, Mr. C. MONTAGUE EDE. Hon Mr. H. KESVICK.

Mr. R. H. Cuorron (Clerk of Councils

The minutes of the last meeting were read

REVENUE AND EXPENDITURE. Hon. Dr. Ho Kar gave notice of his intention to ask the following question at the next meeting of Council:

next meeting of this Council a return showing

(1) The total amount of revenue (2) The total amount of expenditure (3) Tho amount of margin (if any)

(4) The amount of military contribution (5) Total amount spent on Public Works extraordinary for the years 1896 to 1910 inclusive?

NEW MEMBER. Mr. C. Montague Ede took the oath and assumed his seat as a member of Council.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the following papers:- Report on the assess-

ment for the year 1911-12; Report of the Director of the Observatory for the year 1911. FINANCIAL MINUTE. The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table

Financial Minute (No. 26), and moved that it be referred to the Finance Committee. The Colonial TREASURER seconded, and the motion was agreed to.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 6), and moved its adoption

The Colonial Treasurer seconded, and the motion was agreed to.

KOWLOON-CANTON BAILWAY. The COLONIAL SECRETARY—Sir, I request the permission of Council to resume the discussion of the resolution which stands on th orders of the day and was adjourned at our last meeting. The resolution proposes in effect that out of the unexpended balance of the railway loan authorised by Ordinance No. 11 of 1905 a sum of £412,501.59 should be advanced for the requirements of the British section of the Kowloon-Canton Railway during the current year. What these requirements are is stated in detail in the fifth column of the 1st table append ed to Mr. Lindsey's report of the 5tl instant, which I had the honour to lay on the table of this Council last Thursday, and I contidently look for the support of honourable flag dominate the Pacific, but to see members in passing the present resolution, since it not only covers the cost of completing the main line, but includes (as your Excellency has explained) the construction of a branch line from Fanling to Shataukok and considerable additions to rolling-stock on account of through traffic to Canton; and nevertheless shows saving of \$74,566.11 on the estimate which was presented to Council and accepted without do mur, and, without even debate, in April las year. It would have been unnecessary for me to detain the Council longer were it not for certain remarks made at our last meeting by the honourable member who represents the Chamber of Commerce. The honourable member said :-"I doubt if any other railway in the world with the exception of one or two Eouth America, has ever cost such terrible sum of money. I certainly think

that those who are responsible for the construction and expenditure have not had the proper interests of the taxpavers before them. H said that the original estimate for the line "was something between 5 and 6 million dollars. He expressed the opinion that the British sec tion of the Kowloon-Canton Railway runs "over comparatively simple country," and he finally made without the slightest hesitation the state ment that "there is no necessity for a railway 2 miles long to go to the expense of keeping two large staffed workshops which cannot possibly be kept fully employed." Sir, it has been said by Coleridge that "Truth is a good dog: but beware of barking too close to the heels of an error. lest you get your brains kicked out." I have therefore some hesitation in following hard on the heels of the honourable member's errors, and the Council will be relieved to hear that propose to abstain entirely from barking. cannot, however, allow so many mistakes to pass without at least a growl dissent; and as regards the question of workshops I must ald my protest to that contained in an. interest g letter written to the Hono

One associated with railway construction management in other parts of th world." The writer says in that letter: "Experience has elsewhere and universall proved that a railway can no more be economi cally and profitably worked without its ow or satisfactorily run without their kitchen." commend the whole letter to the honourable member's attention, and I may add to what your Excellency has already said on this subject that

kong Telegraph on the 21st instant.

it was not possible to lay sidings to small yards such as Bailey's and MacDonald's and others of a like capacity; and that the Taikov Dock and the Naval Yard, as a little thought, would have shown, were out of the question. because it is not possible to transport engines and rolling stock across the harbour on ! lighters every time they need repair. The choice We are informed by Mr. F. J. Halton, the therefore was between building our own work-Agent of the Pacific Mail Steamship Co., that shops or giving a monopoly of railway repairs to the Hongkong and Whampos Doo the report of a Chinese woman passenger from Company. Taxpayers will, I think, agree that it would not have been sound business to place the railway solely in the hands of the Dock Company without the usual safeguards afforded by competition; moreover, in the opinion of experts there are grave objections to allowing rolling-stock to go out the supervision of the railway staff.

this point I venture to read following further extract: from the letter which appeared in the Hongkong Telegraph "It is quite possible for the heavy repairs of

railway engines and vehicles to be done by private firms and outside shops, but not economically done. Such work requires specific machinery and tools, and such plant is not ordinarily provided in general workshops in the same way as in essentially locomotive shops. Then, again, it is quite impossible to have the light repairs done outside. Some have to be done at once, and this can only be secured by the railway having at its command its own means, mechinery and men. The honorable member has not taken fully into consideration, if at all, the most important fact of all, and that is that railway locomotive engineering is a speciality and that there are requirements in actual railworking which can only be met by a locomotive expert with the specific training which cannot degree be possessed by staff of general engineering works such as are found established for other commercial purposes." These statements are sound sense; they coincide with the expert advice given to this Government on the subject; and I am glad to have this opportunity of thanking "Outsider" for his letter. Sir, I could Early believe my ears when I heard the honourable member remark that our railway runs "over comparatively simple country. All country is no doubt simple when traversed in agreeable post-prandial repose and a lat class railway carriago; but will the honourable member accompany me on a walk from Kowloon to Lown over the centre line of the existing railway? It would give me the greatest possible pleasure to accompany the honourable gentleman in such an expedition. Will the Government lay on the table at the for the case is emphatically one to which the method "Solvitur ambulando" schould be it were so rugged

applied. But perhaps I am taking the honourable member at a disadvantage, for I have frequently had occasion to walk over the centre line of the railway both before it was constructed and during its construction. Therefore in order that he may be forewarned as to the nature of the country which he will have to cross I have brought with me progress plans and sections of the railway, and I would invite such members of Council as are not yet satisfied that our railway traverses unusually difficult and arduous country to study these plans with some attention. They will notice such items as 5 tunuels of a total length of 8.784 foot, 49 bridges and culverts, many heavy cultings, high banks running along an exposed foreshore and often built through the see-all in a length of 22 miles. It such works are required in "comparatively simple country." then I take it the honourable member consider no country ardnous unremunerative railroad could not possibly be constructed through it. The honourable member referred to Mr. Bruce's original estimate of \$5,055,500. But your Excellency explained to the Council so long ago as the 6th February, 1908, and again on the 10th June, 1909, at meetings attended by the I honourable member, that Mr. Bruce's figures were in no sense a detailed estimate, that no drawings or calculations of quantities and rates were supplied with his estimates, and that his alignment was considerably altered by Mr. Eves. Mr. Bruce's problem was to determine which of three suggested routes the railway should take, viz., whether it should be built via Castle Peak and San Tin, or vid Ch'ong-shawan along the line of the Taipo Road, or through the Beacon Hill. He made preliminary surveys and estimates and decided finallyand, as all experts agree, rightly-in favour of the Beacon Hill line. There his work ended. The first detailed estimate was that submitted by Mr. Eves in June, 1907, and amounted to \$8.003.642. That estimate was revised by Mr. Eves in 1909 and increased to \$11,004,128. It was again revised in 1910 and increased to \$12,371,495. It has now been finally revised by Mr. Lindsoy and reduced to \$12,296,929. The reasons for these variations in the estimate were fully explained to the Council in your Excellency's speeches of 27th May, 1909, and the 10th March, 1910, as well as in the remarks which you made at the last meeting of Council, and in order to avoid via repetition I would request honourable members to be g od enough to reroad those speeches, in which they will flud a full account of the Anancial history of the railway. We also invite reference to the labour statement in Mr. Lindsey's reports of the 28th Feb., 1910, and the 5th inst., both of which have been laid on the Council table. The honourable member for the Chamber of Commerce doubted whether any railway in the world except one or two in South America had ever cost so much as ours, and he placed the cost of our railway at what he called the incredible sum of something like £50,000 per mile." Presumably he arrived at this figure by taking the total recised estimate of \$12,295. 929 and dividing it by 22 miles, the product thus obtained being some \$553,951 per mile; but it must be remembered that the veryheavy cost is due directly to the very short length of our railway, and to the unfortunate fact that the British section runs through extremely difficult country. I have been informed by Mr. Chao Ching-hun, manager of the Chinese section of the Kowlcon-Canton Railway. that the probable capital cost of the Chinese section, which is 89 miles long and does run through comparatively simple country, be some \$15.500,000. Therefore the capital cost of the whole line from Kowloon to Canton will probably be \$27,796,929 for a length of 111 miles, or \$250,442 per mile -by no means an "incredible sum." Bat judgment by averages and percentages touds often to be fall cious, and I would refer honourable members to the judicious remarks made by Mr. Murray Stewart in this Chamber on the 10th June, 1909. He said:- "A very misleading impression is created by simply taking the total of the revised estimate for the railway and dividing it by the number of miles between Kowloon and Samchun. The produet is startling, but if to the original 22 miles were to be added the many miles of sidings which will be provided at the terminus. a much better result would appear. Even so, however, justice would not yet be done. If the whole cost of reclamation is to be debited to the railway, some thought should be taken of the value of the land reclaimed, some of

which will be used for other than strictly railway purposes for godowns and other requirements of the Port scheme. Here fter that land should prove a valuable asset to the Colony." It will I submit, Sir, be much more to the point if the honourable member for the Chamber of Commerce can indicate in less general terms in what way, if at all, money has been wasted. I have consulted Mr. Lindsoy, and I give the following figures and comments upon his authority. The cost of the Beacon Hill single-line tunnel was \$455.28 per foot-in Mr Lindsey's opinion moderate; the average cost of the other 4 double-line tunnels was \$370.74 per foot—very chesp for such work. Reclamation also was very cheap; it cost 65 cents a foot. The rates paid for earthwork and bridging were extremely moderate, and land resumption (save at the ter-

minus in Kowloon) was very cheap. It is

unfortunately true that owing to failure of some

major and minor bridges a loss of \$94,378.97

was incurred; but the Engineer responsible for

the error of judgment which resulted in those failures has left the service of this Government, with them as a body, and I was asked to and I would remind you that the loss in question amounts to no more than 0.7 per cent. of the capital cost of the line. Can the honourable member point out any other item on which there has been waste of public money by the engineering staff of our railway? If he cannot, I bog to suggest to him that he should withdraw the undererved slur which he cast upon the past and present staff of our railway in saying that "those who are responsible construction and expenditure have not had the proper interests of the ratepayers before them." and that he could "not understand Resident Engineer put forward an estimate of how it is nossible they can say they have done | eight million odd thousand. That was to inthe best they can in the interests of the rate- clade everything, even the terminal station. navers." I do not think that the honourable The only two factors which were left out were member could have weighed those words before workshops and rolling stock. The cost, as we he used them; and on behalf of an exceedingly now understand, for workshops and rollinghard-working staff of British engineers stock is \$648,932,87. That is to say, as we who have given their best efforts to the construction of the railway and who cannot themselves reply to the honourable member's crificisms, I emphatically repudiate the suggestion that they have not scientiously endeavoured from first to last as it stands now, which does not include the cost to construct the line with the atmost of the terminal railway station. That sum care and economy. I submit, Sir, that the would have been still further increased by a

mothed of analyzing our expendihas cost \$558,951 per mile, but rather to say exchange. The point to be made is that the that 6 miles of our line, built over compara- original estimates, which we presumed tively simple country, cost \$116,616 per were more or less correct, were apparently try, out for a wanble line, and including shops, about which great stress has been made, 34 acres of reclamation available both for from a financial point of view, that is, compararailway purposes and for lease to the public, cost tively speaking, an unimportant matter, but \$377.490 per mile; and that 14 miles of tun- snother point of view, and I maintain a very nelling in rock cost \$,599,0 0 per mile. This important one, is the question whether leaves a balance of \$1,854,843, which is not the Government is going to compete such items as \$615,000 for resump assured us that it was not your wish tion of Blackhend's, \$570,000 for purchase of in fact you demonstrated that you had rolling stock. \$310,892 for the construction of a endeavoured to pass your patronago to local ses wall, dredging, pierre perdue and concrete, industries where you could. Speaking on ling branch line and further sums on account of ernor's budget speech last year on behalf of interest and Home charges. I-venture to think | the unofficial members, all of whom were present that expert opinion will pronounce these figures | with the exception of the bon. Mr. Keswick, to be very moderate, and in conclusion I may add | was authorised to state that in our opinion if upon the authority of Mr. Lindsey that there was not necessary for a railway of the length that of the British Section of the Kowloon- complete set of workshops with all the necessary Canton Railway.

you invited us-

to this resolution.

our procedure in this Council in the past think a certain amount of work might be done has been somewhat irregular in regard elsewhere. I do not propose to follow the to motions involving grants of money. Grants | Colonial Secretary through all his arguments, of that nature should be, I think, especially where he asks if it would be advisable referred to a committee of the whole house, to carry engines and carriages across the In the circumstances I would ask the Council berbour in lighters, and so forth. I beg to to allow the hon, member to continue his point out to the Government that it is not speech, more especially as he has been challeng- merely the question of the \$110,000 or twoed and may wish to reply to one or two state- thirds of that sum involved. The expenditure monts. It is verfectly true, as the Colonial Secretary said, that in accordance with the usual procedure the hon, member would be out of order in speaking a second time to the same motion, but although the capital expenditure is not very if Council linvo no objection I propose that the great, perhaps \$70,000, or \$80,000, over and hon, member be allowed to continue.

No objection was raised. invited unofficial members when putting the because muchinery deteriorates very quickly resolution before us to ask questions and make | unless it is kept in full working order the whole such remarks as might occur to us. As I of the year. Another point upon which I and pointed out then the figures were placed before my three colleagues agreed upon was that the us for the first time and we had no opportunity exper liture on the railway has very largely Of considering them, but I have since done so, exceeded an estimate which we were given at and there are one or two questions which I the time to believe was a carefully prepared would ask your Excellency or the hou Col. and most reliable one, and I cannot ouis! Secretary to be good enough to reply to. but consider that a mistake was made by Touching the item of \$747,000 odd, value of your predecessor for which neither you, sir, nor I, reclamation of land transferred to public works, I think any official in the Colony at the present I presume that is part of the land reclamation | moment can be possibly held responsible. If, in carried out in conjunction with the railway | the first instance, the contract had been given to system and is not now, included in the \$12,300,000, the estimated cost of the railway. The other question is whether the whole of the halance of the reclaimed ground known as Blackhead's property resumed by the Government at very great cost, and also one or two sites either prepared or repurchased by the Government on the south side of the Peninsula. are now included in that \$12,300,000, and if so whother there is a possibility of a still further portion of land being transferred from the cost of the railway to public works or some other account. I would like some idea on these points before I go on with my remarks.

His Excellency-If I understood the hon. concerned the two lots resumed by the Government north of Salisbury Road?

I don't know what the lots are. a half lakhe .- Neither of these lots is included the Government, is that in constructing have been acquired by the Colony and can be dis- difficulty of supervision. The Government posed of by the Colony to the railway or to any are supposed to have authority and private purchaser at any time. The second ques- keep tion was whether the amount paid for the in all technical matters, whatever the Govern-

debited to the railway.

reclamation. His Excellency And the whole of the and mor satisfactory from the Colony's point reclamation. That has been debited to the of view had the work been carried out by conrailway. There will be a considerable part of tract. We are still in doubt as to where the terthe railway reclamation which will not be used | minel station is to be located, but I gathered from for railway purposes, and will be available to be the reply made to one of the questions just put leased or rented. The rentals derived from these areas may either be included in the rail- which now stands at \$12,300,000 plus the cost way if the capital cost is included, or they of the terminal station, a sum of seven and a may be included in colonial revenues. The matter is of no essential importance and one which for the moment is not decided. Hon. Mr. HEWETT-Sir, as the Council has | deal of that which has been debited to the been good enough to allow me to continue the remarks which I commenced at our last meet. That is one of the reasons, I understand, why my ing. I beg to thank your Excellency and the Council for that permission. It is very necessary that I should have this opportunity of con- | way les been piled up. We consider that the tinning what I have to say. As all are aware, the Government has invested too much in resuming question of constructing the railway and the manner in which it was carried out was all practically settled before your Excellency arrived here, and I understand that in the main you have been merely carrying on something to which the Colony was already committed before your Excellency's arrival. In view of the importance of this question the unofficial members asked that the final decision on the vote be deferred in order to enable us to have a meeting on the subject. The unofficial. members, or four of them, have since had a meeting. The Hon. Mr. Osborne and left the Colony and my hon, and learned friend opposite (Mr. Polloch) was prevented from attending, but the others were precent and we discussed the question tion unless and until the development of the very fully. In view of the statement put before us which was drawn up by the Resident Engineer, and in view of the explanation made it will not be long before a satisfactory by your Excellency, we decided that it was inwere some points on which it was possible that leaps and bounds, although it does not be the present position of affairs, more par- sum of money invested in Holt's wharves and lency of the railway staff, I feel that could see, seem at the time to have co. ticularly with regard to the working of the

Chinese section, we decided we would only dea sucak for the unofficial members on certain points. I will now proceed to deal with that side of the question first, and as my three colleagues are present they will be able to correct me if I do not correctly express their views. Then it is possible that I will have something to say on my account in reply to the speech made by the hon. Colonial Secretary. It is perfectly true that Mr. Bruce's estimate which I had in my mind when I spoke last Thursday, and which was between five and six million dollars; was only a rough one. The then Chief could reasonably suppose that Mr. Eves made a careful estimate before putting the figure before the Government, that we could expect to have the railway built for nine millou dollars. Instead con- of that we have to pay 212 300,000 for the railway quarter of a million had it not been for the very ture on the railway is not to say that the lucky and unforescen chance which the Governtotal length of the line is 22 miles and that it ment got of saving that sum on the rate of mile; that 141 r os in very arduens coun- hopolessly wrong. With regard to the work-

directly chargeable to construction and includes with local industries. Your "Excellency \$124.000 for workshops, \$72,000 for the Fan- the 29th September on the Acting Govis no better laid road bed out of England than of the Kowloon-Canton railway to have a staff they would entail. We still maintain The Hon Mr. HEWETT-Your Excellency, that principle. I am perfectly prepared to admit, and believe it may be necessary to have The Colonial Secretary-I rise ton point | workshops for small running repairs, but still of order. The hon member has already spoken do not see that a railway of this size in spite of the official authority thrown at our heads, His Excellency-Gentlemen, in my opinion | should have a complete set of workshops. We involved will be largely increased by the staff which it will be necessary to maintain. A large amount of machinery must be kept up, and above the cost of running the workshops, the excessive expenditure in a mutter of that sort is Hon. Mr. HEWETT-Your Excellency, you in staff, renewals and repairs, and unkeep,

some reputable railway construction firm. neople who have had experience of building railways in far more difficult countries and further away from civilisation than Hongkong, it is quite possible, that it would have cost less than it has done in Government hands. We do believe that if that railway had been constructed by a proper railway construction company, rather than by what I might call day to day work, or what is known as being constructed departmentally, we would have got it completed quicker and at less cost, because if the contractors had under-estimated the cost they would have to stand the loss. Again we would have had the railway completed quicker, because member aright the first question he referred to as we know the opening was delayed and consequently the earnings were decreased by the late arrival of the rolling-stock which the Hon. Mr. HEWETT-The item of \$747,000. Crown Agents sent out. Another difficulty. which we know and which has practically been -His Excellency - The total of the two lots admitted. I think, by your Excellency, by your north of Salisbury Road amounted to seven and predecessor, or by the Officer Administering in the total sum debited to the railway. They railway of this sort departmentally there is the

control of the railway. wharf, pier and land at Blackhead's Point was ment's legal adviser may maintain, the matter has to be left in the hands of the experts on the Hon. Mr. HEWETT-And the whole of the spot. For those reasons the unofficial members still consider that it would have been better that over and above the cost of the railway. half lakhs will also be incurred by the railway for land not at the moment required, and possibly out of 30 or 40 nores of reclaimed land a good railway may have to be disposed of later on. collegeues agree with me in objecting to the monnor in which the expenditure on the railand purchasing land which we do not want, and

in reclaiming an undue area. The ratepayors' monov has been sunk in this land, and later on, as your Excellency pointed out last Thursday, it is only reasonable to suppose that the Government will do its best to dispose of it at a profit. I am speaking now of Blackhead's reclumation, which can only be used for whorves and godowns. Your Excellency pointed out at the last meeting that the Government did not mean to compose with existing institutions such as Holt's wharves, the Godown Company and the Star Ferry, which have gone to build up the trade of the Colony. You went on to say, "I may say at once that the Government has no idea of building either wharves or godowns on that reclamarailway would justify and necessitate such extensions." Now I hope and sincerely believe agreement is made with the Chinese

a text for his personal attack against me a letter estimate made by Mr. Eyes in June, 1907

I gathered that having bolted a hasty breakfast | the opinion that that idea ought to be disdown to the Club to have it out with me figures addressed to members of this Council. because I made a personal attack on him and (Colonial Secretary-Hear, hear.) I will not his late colleagues. I was astonished. I quote the portion of the hon. Mr. Stewart's could not conceive how anything I said last speech quoted by the Colonial Secretary, but I Thursday could be construed as an attack upon will refer to another part. The hon. Mr. Stewart him or his colleagues. The person is a good said: "Your Excellency, I should just like to friend of mine - and I hope he will still allow me to call him so - and I can siderable satisfaction. I hope that they will effecnot understand how he could have conceived that I made a personal attack upon in called upon to pay for the railway a price nearly

Government from attack.

astonishing that after a week the Colonial

especially exempted His Excellency, who was not development into a double line on all bridges, responsible for the manner in which the line has culverts and tunnels except Beacon Hill. been constructed. My criticism was directed has further been pointed out that the slightest degree intend to cast any reflect clamation and land resumption at the terminus. tion on any of those very worthy and cap- | Sir, the hon. Mr. Stewart appears to have been am perfectly prepared to accept that the actual who offered any criticism on Mr. Eves' rework of putting down and laying the per vised estimate of eleven million dollars, and manent way and the tunneling is just as good as will be seen from the quotation I as could be got, and as far as that is concern- have made from his speech, that hon, ed we have got good value for our money. member arrived at the conclusion that-of Therefore I made no slur upon officers, course naturally all of us would deplore and I do not take back anything an increase in the estimate—your Excellency I said. I would much rather not have had given a satisfactory explanation of the conmade these remarks, but they were forced upon | siderable increase in the estimate from June, 1907, me by the criticisms which the hon. Colonial when it stood at \$8,000,000, to May, 1909, when Secretary has felt constrained to make on the | it stood at 8: 1,000,000, and I cannot find, Sir, that remarks I made lest week. I still consider any unofficial member dissented from that viewexthat an undue amount of money has been pressed by Mr. Stewart, although smonget them sunk in the railway, and that the cost can be was present my hon, friend who represents the materially reduced by transferring half of the Chamber of Commerce. Again, Sir, turning land not required to other accounts such as to the debate in the Council under date of large sum in excess of what was estimated to have very fully considered Mr. Eves' and the figures and speech made by His revised estimate of eleven million dollars, Excellency explaining that expenditure came which had been laid on the one of those faking a leading part, not only on hon, member for the Chamber of Commerce had behalf of myself, but on behalf of my colleagues, been entrusted by the unofficial members to remained silent, otherwise it would have been policy of the Government, and I find, allowed the resolution to pass without comment. remarks occupy nearly seven columns of and therefore endorsed everything done and said. Hansard-but I am unable to find in the speech

Sir, it is always for me a painful duty to have to that year. Then, Sir, on the 10th March, 1910

the godowns by people who are large ratepayors. Were calculated to convey imputations upon unofficial members. They seem to have passed As we know perfectly well, trade in the Far East | them. A portion of what the hon member said | away to the consideration of the finest has been depressed for some years. Trade also has on Thursday last reads as follows: "The cost is site in the Colony, and that seems for some olanged. There is not the same demand for large now estimated, including everything, at some. time to have occupied the attention of at rigo accommodation which made the Wharf | thing like 121 million dollars, some | the Council. That was a matter which caused and Godown Company such a profitable concord 100 or 150 per cent, more than the debate during more than one meeting of some years ago. Merchants live more from original estimate." Now, Sir, I must con- this Council. The hon member representhand to mouth with their stocks. The godown fees that I think that statement of the hon, ing the Chamber of Commerce referred. I accommodation on the Kowloon side is very member would convey to anybody reading it the think, at the meeting of the Council on much in excess of the requirements of the meaning that originally the then engineer in Thursday last to some remarks which he made Colony, and I am very much atraid that it will obarge of this railway had solemnly drawn out a in connection with the budget on the 29th be a long time before the godowns now full estimate of the proposed work and that that September, 1910. I was not present at that in existence will be fully required for the estimate had been exceeded by some 100 or 150 | meeting, not having then returned to the Colony, trade of the Colony. It does not at per cent, but on looking back through the pages | but I am rather surprised. Sir, to read in that all follow before the demand exceeds the supply of Hansard one finds that the original speech the following remark of the hon, member that it may not be to the advantage of the estimate, as the hon, member calls it, was an esti. for the Chamber of Commerce. He says: Government to dispose of that property on mate which is called, for the sake of convenience, There is only one more matter to which I will behalf of the ratepayers. These, I think, Sir, Bruce's estimate, and was not in the ordinary refer, the Kowloon Canton railway. Here again cover the points which were discussed by my sense of the term an estimate at all. Your Ex. is a question concerning which we would like to three colleagues and myself and which cellency has yearly addressed the Conneil upon | have further information. Again on estimate we agreed we would put before you. We the subject of this railway, and so long ago as the of eight millions has swelled up fifty por decided there were other points which we oth February, 1908, you stated very clearly that cent. the actual expenditure to date being possibly might like to have referred to, Mr. Bruce's estimate was only a rough one, nearly 12 million dollars." Well, Sir, the and which I did touch upon at our last meeting. And that point appears still more clearly hon, member, when he made those observa-I should prefer now to take my seat, but in view later on in your Excellency's speech addressed | tions, seems to have entirely lost sight of the somewhat violent personal attack which to this Council in the following year, of the fact that on the 13th May, 1909. the Colonial Secretary has thought fit to make There are two speeches, one on the 13th May, nearly eighteen months previously, the estimates upon me I must make some reply. I am 1909, and one on the 10th June, 1909, had moved up from eight million to speaking now for myself, on my own respon. In the latter speech your Excellency showed seleven million dellars, and about six months and without the consent how very roughly this so-called estimate before he made his speech on the budget the my colleagues, although I trust was made by Mr Bruce. In fact your Ex. estimates had still further moved up to twelve they may endorse what I have to say. Much cellency described it, and I think quite cor. and a quarter million dellars, roughly stress has been laid on the uncertainty of the rectly, as being rather in the nature of a speaking, the amount which is now before estimates, and Mr. Clementi went on to explain | preliminary survey than an estimate. I will the Council. In fact, I think it that the increase of the present estimates just quote a few words from your Excellency's rather in excess of that amount. I have over what they were a few years ago speech on that occasion: "When Mr. thought it advisable, Sir, to go into these matters was on account of the cost of through Bruce made his preliminary survey the quest in some detail, not because I hold any brief for traffic to Canton. Surely from the very tion was under discussion as to whether the Government, but because I am persuaded first the Hongkong Government must have real. Inilway should fellow to route along the that your Excellency and the officials of this ised that the way to make the railway a success eastern or the western side of the penia. Colony are quite able to make a good presentawas to run through trains to Canton. How sula. It was issues of this kind upon which tion of the expenditure upon this railway. But, they can come forward now and put that for- his advice was sought. His figures did Sir, I must confess it did seem to me, although ward as a reason for the present estimate being not purport to be a considered estimate of I am glad the hon, member has withdrawn the so largely in excess of the old one I fail the cost. There were no calculations of imputation in this Councilto see. The cost of the railway I still quantity, and the length of the tunnel was maintain to be excessive. I was invited (I am told) estimated upon the map with a putation. by the hon. Colonial Secretary to accom- pair of dividers. He purposely emitted a large pany him in a trip over the hills. I number of items such as telegraphs, workshops, the hon, member say that. The hon, memthink I walked over them long before the roads, boundaries, ballast, salaries and all items | ber in dealing with this question to-day has Colonial Secretary came to the Colony. I have | under plant, including rolling-stock." Your | made two statements which seem to me are a good head for topography, and my legs Excellency a little further on went on to say: inconsistent with one another. He stated that have carried my gan and me many miles "The first reliable estimate that we we had received good value for the amount of over the hills in the Territory long had of the cost of the railway under the auth. money spent on this railway. before it passed under the British flag. ority of the Chief Engineer was the one which There are few parts of the New Torritory was made in June, 1907. It took nine months with which I am unfamiliar. When I came to prepare. It amounted to a little over eight | took them down. If we have received good back here I found the railway was likely to million dollars. It did not include, as I have value for our money that is all I am contendbecome a factor in colonial life and took the repeatedly pointed out, several items which were ing for, but, -ir, if we have received good trouble to go all over the hills and the valleys under discussion at the time it was presented." | value for our money it seems to me that what again, and I think I have as good an idea of the There your Excellency stated very clearly for the the hon, member said only last thursday, that topography of the country as most people. I may information of this Council that the so-called also say, quite incidentally, that I have travelled original estimate was merely in the nature of a the original estimate, that it conveys an improsthrough some of the most difficult parts of the rough preliminary survey, and omitted alto- sion more or less at variance with that statement. world, the Rockies, the Andes, Switzerland, gether the inclusion of very many important and Hon. Mr. Hawarr-I must rise to a point of WINE AND SPIRIT MERCHANTS. and various other places, so that I know some expensive items connected with this railway. I order. I cannot allow the hon, member to thing about milway construction and make a bad forgotten to mention that a few weeks before misquote me like this. point of speaking of what I saw, not merely look. this, on the 13th May, 1909, by your Excellency's ing out of a window. I must express my astonish. direction, there had been laid upon the table of ment that the Colonial Secretary should take as this Council a revised estimate revising the be allowed to make an explanation on this one written under a nom de plume in one of the which revised estimate showed an estimat received good value for our money as regards SURVEYING not have been worth the attention of a million dollars. Therefore when this meet. high official and that it would not have ing of the 10th June was hold unofficial received the weight it has apparently done, members had had in their hands for some It is certainly not worth quoting as an four weeks, not merely Mr. Eves' estimate of argument by a high official in reply June, 1907, but also his revised estimate which to an unofficial member who has the was laid on the table on the 13th May, 1909, temer and audacity to criticise the expendi- showing a sum of \$11,000,000 to be expended ture of the Government. I think I can guess on the railway. As the hon. Colonial Sec- a truth is something worse than something not who the writer of the letter was; but I don't retary has pointed out, at that meeting | true at all. know, I may be wrong. I do know of the 10th June, 1909, the hon. Mr. Stewart that last Friday a gentleman's cord-was pointed out in the remarks that he made to brought to me, and I had to explain I the Council that the idea which apparently regretted in the circumstances that I was had obtained some oredence in the Colony at unable to see him. He met me later at the the time was that we were paying far too ers will put down. Club. By that time he had simmered down and much for this railway. Mr. Stewart expressed

say I have listened to your remarks with contually destroy the idea that this Colony is being dividual officers concerned in the construct twice as large and ought. As your Excellency tion of the railway. I did not, and it is still more has indicated, this erroneous impression arose from comparing the preliminary with the Secretary should take that up as a text/against | detailed estimate as if they were different estimates for an identical work. It has

The COLONIAL SECRETARY—The hon. | already been pointed out by those who sought to member's last speech especially exempted the combat this erroneous notion that the preliminary estimate was for a single line throughout, Hon. Mr. HEWETT-I beg your pardon. It | whereas the actual construction provides for against the whole of the system. I did not in preliminary estimates did not provide for land reable officers who carried out the rallway. I at that time the only unofficial member competent men who know their business. Therefore. Sir. I think that, apart from the quespublic works. For the construction of the 21st October, 1909, when certainly there tion of bridges, in regard to which the railway we have been called upon to pay a had been ample time for all unofficial members without any warning. As I had been more than five months before, I find that the in speaking last September, I could not have criticise the budget speech and the general cast up against us later that on this occasion we | Sir, he criticised it at some length—his Hon. Mr. Pollock-Your Excellency, the of my hon. friend of 21st October, 1909, any hon member who represents the Chamber of criticism bearing adversely upon the question Commerce has explained that recently a of railway policy or railway administration. meeting was held consisting of himself Therefore, Sir, I take it that the position then and three other unofficial members of was, that at all events so far as can be judged Council. Sir, I was not present at from the debates in Council, that on this date. meeting, nor was the hon, member who 21st October, 1909, there did not appear to his seat at the table to day. (Mr. the unofficial members of this Council to be any the question of a working agreement with the Montague Ede). Nor was I present particular ground for criticising the Governin this Council last year when the ment's railway policy or the incressed estimates hon member made his criticisms on the budget. which were laid on the table on the 13th May of dissociate myself in any way from any of my there was laid upon the table by your Excellency's the business instincts of the Chinese people, that unofficial colleagues, and more especially is that | command a further revised estimate amounting although for the moment an arrangement for the case with my old friend the to 12 million dollars odd, and when that was laid the running of the line with a joint staff has hon, member representing the Chamber on the table your Excellency took occasion, as of Commerce. But, Sir, the hou, member was customary in the spring of every year, to who very fully apppreciate just as much as we do made a statement at the meeting make a statement in repart to the Kowloonthe importance of economical working, will in of this Council on Thursday last which Canton railway, explaining for the benefit of the end come round to our point of view on that advisable to go too much into detail, but there and that the railway will develop by I feel it my duty to challenge, because I members of the Council how it was that the feel that although the hon, member has stated estimate was increased from eleven million to all or some of us might like to express an necessarily follow that the trade of the Colony to-day that he never did intend in the roughly twelve and a quarter million dollars. opinion, but in view of what we understood to will develop to the same extent. There is a large least to cast any reflections upon the effic. Bir, those figures do not, so far as I the words actually used by the hon, member cupied any attention at the hands of hon,

Hop. Mr. Pollock-I am very glad to hear

Hon. Mr. Hewerr-I never made any im-

Hop. Mr. HEWETT-Not atalt. Hon Mr. Pollock-Those are your words.

the cost is some 100 or 150 per cent, more than Hon Mr. Pollocx -I am not misquoting you.

Hon. Mr. HEWETT-You are. I ask to sentence only. I did not say we had I did say was that we had received good value for our money in rolling-stock, the laying of the permanent way, and embankments, Because I said we received good value for our money in these things it does not in any manner amount-to-an admission that we have kot 312,300,000 worth out of the railway. Half

Hon. Mr. Pollock -I think the hon. member when he comes to see the words in print-Hon. Mr. HEWETT-I know perfectly well what I said, but I don't know what the report.

Hon. Mr. Politook-The hon, member always speaks very slowly and distinctly. The and illy digested the morning paper he came sipated by your Excellency's remarks and hon, member admits as regards the tunneling railway work that we have received value for our money. I take it what the hon, member objects to is that we have got more land than is actually required for the nurpose of the railway. If he admits that the actual construction work is well done, the extent of criticism he levels against the Government is this; that it has been somewhat extravegant in the purchase of land. I take it, Sir, that what the hon, member said as to good value for our money refers to the tunneling and so on, and the fact that he does not intend to cast any reflection upon the engineers supervising and superintending the work shows that, although it must be a disaprointment to all of us in the Council that the cost of the work mounted up to the extent that it has, still we have the satisfaction of knowing that the work has been well done, that good work has been put in, and in fact the only criticism so far as I can see that can be levelled against the Government when we come down to hard facts is that they are in possession of more land than is required for the purposes of the railway at the present moment. Sir, now that the hone momber has stated so clearly that in the tunneling and so on good work has been put in it is unnecessary for me to dwell much upon that point. would simply remark that as regards. suppose, the most difficult matter connected with the engineering of the whole thing, the exact meeting of the two ends of the line in the Beacon Hill tunnel, they mot to an inch. I do not put that forward as being anything extraordinary, but just exactly what we should have expected from competent British railway engineers. I put that forward as a fact showing that the engineers in charge of this tunneling and works were

> hon. Colonial Secretary has frankly admitted that an error of judgment was made, we may take it that looking at this railway as a whole although, as I say, it has cost a great deal more than any of us would wish, that we have got in fact good value for our money, and in view of the figures which your Excellency put before us at the last meeting of the Council I think we may say that WHY GO TO the prospects for our railway appear to be a good deal better than was originally anticipated. A sum of money is being expended on a small twofoot branch line from Fauling to Shataukok, and I think we may ressonably expect that that will bring an increase of traffic to the railway. On Monday last I went over on a locomotive a mile of that line, and I understand it has been laid for a distance of two miles beyond where I went. I do not propose to deal at all with Chinese Government, in regard to which we understand from your Excellency that negotiations are being carried on. I will only say that I feel confident, for I have the greatest reliance in

Hon. Mr. KESWICK also spoke, and His OPTHALMIC OPTICIAN. EXCELLENCY concluded the debate, after which the resolution was carried. A full report of the other speeches will be given to-morrow.

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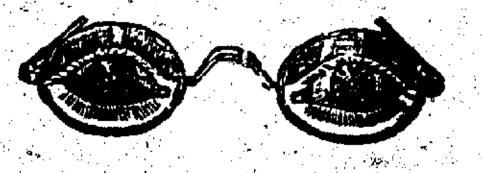
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N THE MATTER OF HERBERI

TOTICE IS HEREBY GIVEN that authority has been granted by His Britannic Majesty's Supreme Court for China and Corea to JAMES WILLIAM JAMIE-SON, ESQUIRE, C.M.G., H.B.M.'s Consul-General at Canton, to administer the estate of the above-named deceased, who died at Hong-

estate are hereby required to send particulars of such claims to the undersigned on or before the 10th day of June, 1911, after which date the assets will be distributed having regard only to chims of which notice shall then have been given, AND NOTICE is hereby given that all persons indebted to the said estate are required to make immediate payment to the undersigned. J. W. JAMIESON.

H.B.M.'s Consul-General. H.B.M. CONSULATE GENERAL, Conton, 26th April, 1911.

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THE Steamship

"LIGHTNING," Cantain E. P. Smith, will be despatched for the above Ports on WEDNESDAY, the 3rd May, at 1 P.M.

Hongkong, 28th April, 1911.

PUBLIC COMPANI

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

FINAL DIVIDEND of Twenty Dollars per Share for the year 1909, and an INTERIM DIVIDEND of Thirty Dollars per Share for the year 1910, will be Payable on WEDNESDAY, the 26th instant, Warrants may be had on application at the Office of the Society on and after that date. By Order of the Board.

C. MONTAGUE EDE,

Hongkong, 27th April, 1911.

NOTICE. THE CHINA FIRE INSURANCE COMPANY, LIMITED.

MILE CERTIFICATE, No. 4309, dated 3rd April, 1895, for Two Shares Nos. 8,771 and 17.546 in this Company, standing in the name of MRS. ANNA JOSÉFA CARNEIRO DE LECAROZ (since deceased) of Macao, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.

Secretary. Hongkong, 25th April, 1911.

NOTICE. THE CHINA FIRE INSURANCE COMPANY, LIMITED.

C. PEMBERTON

THE CERTIFICATE, No. 3046, dated January, 1890, for Twenty-five Shares, Nos. 19,271 to 19,275 and Nos. 19,851 to 19,870, and the Cortificate, No. 5,126, dated 1st February, 1899, for Twenty Shares, Nos. 5,871 to 5,875 and Nos. 9,701 to 9,715 in this Company, standing in the name of MR JUAN LECAROZ (since deceased), of Macao, have been LOST, and if at the expiration of One Month from the date hereof the shove documents be not forthenming other Certificates will be issued by the Company and thereafter no others will be acknowledged. C. PEMBERTON.

Secretary. Hongkong, 25th April, 1911.

INTIMATIONS

NOTICE.

BY Permission, an Address will be presented from the Freemasons of Hongkong and South China to HIS MAJESTY KING GEORGE V. on the occasion of his Coronation. Signature sheets have been sent to the several Lodges of the District.

Any Brother not being on the Roll of one of the said Lodges and who is desirous of signing the Address may do so by applying to Messrs. KELLY & WAISH, LTD., or at the MASONIC HALL, on or before FRIDAY next, 28th inst. Hongkong, 26th April, 1911.

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> NOTICE IS HEREBY GIVEN that a IN Second Call of Dollars Ten (810) HAIPHONG CURRENCY Dollars and Cents Ten (\$10.10) HONGKONG CURRENCY, per Share will be made on the Preferred Shares of the above Company on the

Payment must be made to the HONGKONG AND SHANGHAT BANKING CORPORATION. THE BANQUE DE L'INDO-CHINE, or to the and delivery can be obtained as the Goods INTERNATIONAL BANKING CORPORATION between SATURDAY, the 13th, and SATURDAY, the 20th May, 1911.

The Provisional Certificates may be sent in to Messis. Lowe, Bingham & Matthews. St. George's Building, for endorsement after payment has been made on surrender of the Bankers' Receipts. Interest at the rate of per cent. per annum will be charged on all unpaid calls after the 20th May, 1911.

For the Board of Directors. T. F. HOUGH, Chairman. Hongkong General Purposes Committee Hongkong, 21st April, 1911.

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INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. ON FIXED DEPOSITS: For 12 months ... For 6 ... 21 per cent. For 3

EVAN ORMISTON

Manager. Hongkong, 21st March, 1911. OKOMAMA SPECIE

BANK LIMITED. CAPITAL PAID-UP Yen 24,000,000 RESERVE FUND 16,850.000 Date 13th March, 1911.

HEAD OFFICE-YOROHAMA.

BEANCHES AND AGENCIES. Tokyo London -Nagasaki New York San Francisco Lyons Shanghai Honolulu Bombay Tientsin Hankow Newchwang Dalny Peking Antung Lioyang Port Arthur Ticling Chiang Chun Mukden

Kobe HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 r er cent. per annum on the daily balance. On fixed deposits for 12 months 4 % per annu

TAKEO TAKAMICHI. Manager. Hongkong, 13th March, 1911.

HONGKONG AND SHANGHE BANKING CORPORATION. PAID-UP CAPITAL ... \$15,000,00 RESERVE FUNDS:-STERLING

£1,500,000 at 2/-=\$15,000,000

Silver ... \$16,250,000

RESERVE LIABILITY OF PROP'TORS \$15,000.00 COURT OF DIRECTORS.

Hon, Mr. HENRY KESWICK .- Chairman. G. H. MEDHURST, Esq.—Deputy Chairman F. H. Armstrong, Esq. | C. R. Lensmann, Esq. F. Lieb, Esq. G. Balloch, Esq. Andrew Forbes, Esq. E. Shellim, Esq. G. Friesland, Esq. Robert Shewan, Eco C. S. Gubbay, Esq. H. A. Siebs, Enq.

Hongkong-N. J. STARB MANAGER Shanghai-H. E. R. HUNTER. LONDON BANKERS: LONDON COUNTY AND WESTMINSTEE

CHIEF MANAGER:

BANK, LIMITHD. HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two pe cent. per Annum on the daily balance. ON FIXED DEPOSITS.

For 3 months, 22 per cent, per Annue. For 6 months, 31 per cent. per Annum. For 12 months, 4 per cent. per Annum. N. J. STABB. Chief Manager Hongkong, 19th April, 1911.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTEB, 1853 HEAD OFFICE-LONDON. PAID-UP CAPITAL £1,200,000 RESERVE FUND £1,600,0 x RESERVE LIABILITIES OF PROPRIE.

TORS..... £1,200,00 INTEREST allowed on Current Account at the rate of 2 percent, per annum on the Dail; to Europe and America, and the dates of their balances. On Fixed Deposits for 12 months 4 per cent,

for 6 , 31 21 WM. DICKSON Manager. Hongkong, 27th April, 1910.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES FROM SHANGHAI, KOBE AND MOJI. THE Steamship

"JAPAN." having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at Consignees risk and expense into the hazardous and/or extra hazardons Godowns of the Hongkong and Kowloon Wharf and Godowns Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., LTD., Agents. Hongkong, 21st April, 1911.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING," having arrived from the above Ports, Consigness of Cargo are hereby informed that their cods will be delivered from alongside. Cargo imposing the discharge of the Vessel., will be landed at once, at Consignees' risk and

Cargo remaining on board after 2 P.M of the 28th inst. will be landed at Consignees' risk and expense. Consignees of Cargo from SINGAPORE

and PENANG are requested to take IM-MEDIATE delivery of their goods from alongside such cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by

the Undersigned. DAVID SASSOON & Co., LTD., Hongkong, 25th April, 1911.

TOYO KISEN KAISHA. NOTICE TO CONSIGNEES.

SS. "AMERICA MARU." FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

FITHE above-named Steamer . Laving A arrived, Consigness of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside. Cargo remaining undelivered on SATURDAY.

the 29th inst., at 5 P.M., will be landed at Consignees' risk and expenses and delivery must then be taken from Company's Godown, No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on THURSDAY, the 4th

May, afternoon, will be subject to rent and landing charges. All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged. All Claims must be filed on or before 10th

May, otherwise they will not be recognised. Hongkong, 26th April, 1911.

SWEDISH EAST ASIATIC CO., LTD GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship "PEKING" having arrived, Consignoss of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hazardous and/or Extra Hazardous Godowne of the Hongkong and Kowloon Wharf and Godown Company, Limited,

Kowloon, and West Point Godowns, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st May, at 9,30 A.M. All Claims must reach us before the 4th May, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the

Understaned. OLOF WIJK & CO., CHINA AGENCIES AKTIEBOLAG, Agonts. Hongkong, 24th April, 1911.

"MOGUL" LINE OF STEAMERS. NOTICE TO CONSIGNEES. The Steamsbip "PATHAN."

FROM GLASGOW, LIVERPOOL

AND STRAITS, MONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 3rd May will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 26th inst., or they will not be recognized. All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examine I on the 3rd May, at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & Co., LTD., Agents. Hongkong, 26th April, 1911.

ON SALE.

ron 1911

Shows the dates of departure of the Mails expected arrival at their destinations, as well as the dates of return Mails. Mounted on Card ... 30 Cents

On Paper 20 On Sale at the Hongkong Daily Press. Office.

Hongkong, 6th February, 1911.

CARDS, FLOWER SEEDS,

CIGARS, BOOKS, &c. Just Received a Selection of Postage Stamp Catalogues for 1911, Pictures made of used

Stamps, Note Popers and Envelopes with Inspection Invited. [544

REW ADVERTISEMENTS

WILLIAM KENNY, DECEASED.

kong en March the 11th, 1911. All persons Laving claims against the said

FOR SINGAPORE. PENANG AND CALCUITA.

For Freight or Passage, apply to DAVID SASSOON & Co., LTD.,

CANADIAN PACIFIC RAILWAY CO.

THE Steamship

FOR VANCOUVER DIRECT.

ON THURSDAY, THE 4TH MAY. To be followed by the Stemacr. KUMERIC ... 1st June. Bills of Lading issued to Overland Points in

Canada, the United States and to the West

From Honokone,

For further information regarding freight rater, apply to CANADIAN PACIFIC RAILWAY Co.

Hongkong.

NOTICE TO CONSIGNEES. THE-P. & O. S. N. Co.'s Steamer

Hongkoug, 28th April, 1911

are landed.

6 hours.

"DELTA, FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the 13th May, 1911. Hongkeng and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark

From London, &c., ox s.s. "Delta" and ." China." From Persian Gulf, ex s.s. B. I.S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary within

This vessel brings on Cargo:-

Goods not cleared by the 3rd May, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.' Damaged packages must be left in the Godowns for examination by the Consigness and the Company's surveyors, Messrs. Goddaed and Douglas, at 10 A.M. on Mondays and THURSDAYS. All claims must be presented. within ten days of the steamer's arrival here.

after which date they cannot be recognised.

No claims will be admitted after the goods

have left the Godowns.

Superintendent. Hongkong, 27th April, 1911

E. A. HEWETT.

WANTED. 7 ILL any Person who Witnessed the Motor incident near No. 2 Police Station on Friday Evening last, in which a Chinese was injured, communicate with the CAPTAIN SUPERINTENDENT OF POLICE. -Hongkong, 26th April, 1911.

& CO. PEDDER ST. (Hongkong Hotel-Building), DOSTAGE STAMPS, VIEW POST

Hongkong Views.



"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & Co., and from ALL WINE MERCHANTS.

When

your health is very far from satisfactory. The slightest knowledge of pathological science is sufficient to inform us how precarious is the condition of the person who is "only middling." The power of disease-resistance is practically nil, & an ordinary atmospheric change or dietetic irregularity may lay you up for weeks.

care therefore that you possess nothing less than vigorous, robust health. Just as nothing succeeds like Success so there is no better guarantee of sustained health than never to let. yourself run down. Consequently if you are not feeling up to the mark get yourself into tip-top condition at once, by taking a few doses of

BEECHAMS PILLS.

Specially suitable for Females of all ages.

Sold everywhere in boxes, price of d. (36 pills), x/14 (56 pills) and 2/2 (166 pills).

APENTA

Natural Aperient Water

THE BILIOUS,

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THE GOUTY.

THE CONSTIPATED.

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DOSB:-A Wineglassful before



Superior to Emulsions or Cod Liver oil.

Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.

Recommanded at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies

Sold in bottles of 100 Capsules. Bold by all Chemists. 🔝 🖘

SELF CURE NO FICTION I • THE NEW FRENCH REMEDY. THERAPION NO. 1 in a remarkably abort time, often a few days only, Cures discharges (either sea) superseding injections THERAPION NO. 2
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smelled joints, &c. when mercurial treatment fails. THERAPION NO.3

Cures chronic weakness, lost vigor and vital force.

Either Number Therapion & all self treatment directions enclosed, of chemists or post free 2/ from The LeClerc Medicine Co... Haverstock Rd., Hampetend, London, Eng. Try New Dragoe (Tasteless)

Form of Therapion, easy to take, safe lasting cure.

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CURES TO STAY OURED.

CORRESPONDENCE

EMPIRE MOVEMENT.

DAILY PRESS."]

83, Laucaster Gate, London, W. 28th March, 1911.

Siz,- The time has again arrived when trust I may be permitted, through your courtesy, to remind your readers of the near approach of "Empire Day," May 24th, and to earnestly for defendant, appeal to them for help in this the Coronation year of King George V., in making the observance of the day universal throughout the

the nation, through the death of King Edward VII., many of the arrangements made for the ceramonious of cervance of "Empire Day," or "Victoria Day" as it is called in some parts of the Empire, were either abandoned or postponed but if he had lived, the day would have been kept in a more extensive manner than in any previous year, as from reports received it would have been observed in the United Kingdom in 19,965 Schools, Training Colleges, and Institutions, with an average attendance of 4,104,980 scholars; whilst in the Overseas Dominions it would have been kept in some 36,000 Schools, Training Colleges, and Institutions, with an attendance of about 3,750,000 Scholars; making a total throughout the Empire of some 50,000 Schools, Training Colleges, and Institutions, with an attendance of about 7,900,000 Scholars. Over 8,000 sermons and 22nd, or on some other day not far removed from that date. It is confidently believed that the figures given above will be largely increased this year.

As is already well known, the " Empire Movement" is a non-party, non-sectorian, nonaggressive effort to awaken the people who constitute the British Empire to "he serious duties that lie at their door. The watchwords of the movement are, "Responsibility, Duty, Sympathy, Self-Sacrifice." May these words expressed consideration of obtaining them. be engraven on the hearts of all British subjects. but especially of the young, who in a few years' time will be responsible for the righteous governance of the 400 millions of peoples who are to be found within the confines of the Empire. The good ship Empire needs that her crow should possess clear and strong brains, trained and loyal hands, and pure and fearless hearts, to enable them to navigate her in cafety through the lowering tempests which to many thinking minds darken her horizon, and the stormy sens which inevitably await her in the

Although the due observance of "Empire Day" should not be neglected, it is hoped that the noble ideals connected with the Empire movement, represented by its watchwords will be constantly kept before the minds of the Scholars in all British Schools throughout the King's Dominions.

Who will help to train the rising generation in the duties of Imperial responsibilities? Volunteer workers of independent means, who are willing to labour without remuneration, and at their own expense, in the promotion of the "Empire Movement," are invited to send their names to the Central Office, at 83, Lancaster Gate, London, W., and they will receive printed instructions in regard to the nature of the assistance which is requested at their hands.

There are many schools in poor districts throughout the Empire which are not provided with flagstaffs and Union Jacks. How can the boys and girls of those schools salute a nonexistent national flag? I hope all who believe in the healthy, national influence of the movement will endeavour to assist some poor school to obtain a flagstaff, and will, if possible, supplement these gifts by a large wall map of the Empire such as the "Navy League," or "Howard Vincent" maps, and by a portrait of services. His Majesty the king. Copies of the "Empire Catechism," which should be learnt by heart by all British children, and of the soul-stirring songs to be song on "Empire Day," and all information connected with the movement, can be obtained from the Secretary, 83, Lancaster Gate, London.-I am, sir, yours faithfully,

THE PLAGUE AT CANTON.

MEATH.

Our Canton Correspondent writes :-This terrible disease has broken out in a very bad form in the Liu Chow Prefecture, and hundreds of people, it is said, are already dead. So bad is the state of affairs that the Viceroy has directed that a sum of Tls. 1,000 be taken from the Treasury to engage doctors to fight this scourge. It is to be hoped, in the interests of humanity, that the men chosen will be-those trained in Western methods. In Canton just terday is moving into the Pacific. new all kinds of charlatens are doing a busy trade with all kinds of nostrums warranted to render one invulnerable against plague. The greatest preventive, however, is as follows: The person who desires immunity from the disease goes to a temple and states his case. He then pays the priest a fee, and in exchange he receives two "fu," or charms. One is red and the other is yellow. The red one is folded up and kept on the person, and this prevents the plague devil from attacking him. The yellow one is burnt, the ashes placed in a small cup of tea, and swallowed. This has the power of driving the plague devil out should he have taken no his abode in the body. Such nonsense as this the people readily believe, but if they are

DISPUTED AGREEMENT.

TELEGRAPH COMPANY'S CLAIM AGAINST AN OPERATOR.

NOMINAL DAMAGES AWARDED.

In the Supreme Court, Singapore, on the 20th inst., Justice Fisher gave judgment in the action brought by the Eastern Extension, Australasia and China Telegraph Company, Ltd., against Mr. William Hay Jefferson, an expert operator, for damages for alleged breach of his agreement. Defendant had counterclaimed for the return of \$551.06 which he had contributed to a possion \$551.96, which he had contributed to a pension fund established by the Telegraph Company. Mr. Upcott appeared for plaintiffs, Mr. Gaunt His Lordship, in the course of his judgment,

said the defendant, on August 3, 1904, said the defendant, on August 3, 1904, signed an agreement for service and two months before it expired he signed a fresh one which bound him for three years more, on joining the staff, he had signed the rule book of the company which was incorporated as part of the original agreement. Before signing the second contract he was entitled to signing the second contract he was entitled to signing the second contract he was entitled to six months leave on full pay, and had signed the document in consideration of that leave being granted. His Lordship felt the agreemont of 1904, as plaintiff read it, seemed so one-sided as to be unconscionable, so expressed as to be incomprehensible; except on that construction and so self-contradictory as to incorporate amongst its terms regulations of the rule book which were inconsistent with it, and which it overrode. The power given by it to the company to dismiss an employe at pleasure on three month' notice at any time after its commencement, no such thing being contemplated by the rule book which was made a part of it, and the provision which converted the contract time of five years certain into a term of at least 51 years if the condition as to notice was good, could not be called anything but harsh. Both contracts seemed to him to have been obtained, if not strictly by duress, at least by undue influence arising from the relative positions of the parties; and he thought that addresses, emphasising the higher aims of the both might have been relieved against in equity, movement, were delivered on Sunday, May if relief had been sought. He could not conceive that an employe who had signed the rule book and served under it should be forced to have conditions all in favour of the company imposed on him by a contract which was expressed to incorporate those rules, in which no such conditions occurred, and which obviously did not contemplate anything of the-kind, as they spoke of the determination of contracts on their expiry in terms which were inconsistent with such conditions; nor how having admittedly acquired rights under those same rules he could be compelled to bind himself by a new and equally oppressive agreement, on the single was not reasonable to suppose that a reasonable man would consent to such treat-

ment except under what practically amount ed to compulsion. Plaintiff maintained that defendant could not leave except after three months' notice given on or after the expiry of the first contract: that before its expiry, he signed the second contract for three years more. The questions to be considered were: Wheth er there was a breach; if so whether plaintiffs were entitled to substantial or merely nominal damages and in the former case on what basis

they were to be assessed. At the trial a breach was admitted, and that being so there was the question of of damages. His Lordship thought the company had not suffered as much inconvenience in the case as they would have done if defendant had gone with only such notice as the rule book required, at the end of his five years' agreement; and they had tainly not shown that his conduct had cost them one penny. Only nominal damages would be given for a breach which caused nothing more ence if the inconvenience caused was only matter of vexation and annoyance, which could not be stated in a tangible form, or assessed at a money value. Actions of this kind were extremely uncommon and he did not think it was the sort of case on which an action should be founded. As it appeared the action was instituted under instructions from the head office, he must suppose it had been taken as a sort of test case. He thought the practice of extracting from employes an agreement for further service before the expiry of the first as a condi tion on which only they could get leave already due to them by the rules incorporated in the first was quite indefensible. It had since been suspended and he hoped it would not be revived. His Lordship thought defendant had been harshly treated and with no conceivable reason, unless it was induced by the other resignations.—It seemed significant that he was the only one sued and that some of the later resignations were withdrawn, the natural inference being that those who had tendered them had had their griorances remedied or had secured better terms. The want of consideration shown defendant seemed to afford a curious comment on the value plaintiff's professed to place on his

Judgment was given for SI, without costs Defendant would have judgment with costs, on the counterclaim for £65 2s. ld., or the equivalent in dollars.

pending appeal,—Straits Times. PROPOSED MONUMENT TO KING

Execution was stayed for fourteen days,

The group of international pecifists have initiated a project for the erection of a monument to King Edward VII. in front of the Waterloo battlefield on a plot of ground offered to the provisional committee by an admirer of the pacific action of the late King. The work will be entrusted to M. Julien Wendricks, the architect.

WEATHER REPORT.

On the 27th at 12.05 p.m.—The depression lying over the N. part of the Sea of Japan yes-Pressure has increased moderately over Japan, and given way quickly over the Yangtze valley.

A depression is probably forming over the

latter area. The highest pressure is shown over the E. Fresh E. winds and squally weather may be

expected over the northern shores of the China . Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.36 inches.

The forecast for the 24 hours ending at noon to-day is as follows :-(E. winds, fresh:

Hongkong & Neighbourhood | squally, some Formess Channel ... E. winds, moderate South coast of China between | Same as No. 1.

Hongkong and Lamocks. told plain facts of science the truth is laughed South coast of China between | Same as No. 1.

See the idea?

It is good: it is simple. You take as much powder as you want. No more-no less. Farmore convenient—more hygienic than the ordinary tin. No

taking off the lid and spilling the powder-no dipping your brush in the tin and wetting and contaminating the whole contents.

And it costs no more than you pay for ordinary tooth powder in an ordinary tin.

And Sozodont is good—how good you cannot know until you have used it.

SOZOCONT

THE JAPANESE IN PERU.

apscial correspondent of The Times

During my stay in Lima the Japanese Consul-General, Mr. Tsuneji Aiba, gave me some valuable facts in relation to the Japanese immigrants in Peru. The Japanese Government looks very closely after the interests of the subjects of the Empire who reside abroad. There are nearly 5,000 Japanese in the district over which Mr. Aiba has jurisdiction, and the Consul-General seemed to be equally familiar with their occupations, their wages, and their conditions of life. He had just returned to Lima from a tour of inspection through the interior of Peru, and the figures which he gave me for publication in The Times South American Supplement may be regarded as conveying the latest available information on this subject. The first Japanese immigrants to Peru were sent out in 1899, so that the migration is one of recent years. The total number of these immigrants in Peru on December 31, 1909, was 6,104 men and 231 women. Of this number the vast majority of men are employed on the sugar estates, only about 300 being engaged in gathering rubberand 100 are working on cotton plantations. The wages which induced these labourers to emigrate to a country so far distant from their native land seem small-namely, one sol, equivalent to 2s., per day. Lately the wages have been slightly raised, and on sugar estates and cotton plantations the pay is now about 2s. 6d., or possibly a trifle less. In the rubber districts they are paid more, and they earn about 5s. for a day's hard work. The cost of living, however, in the improves his condition, after taking into consid-

rubber country is higher. The rubber hands are paid by the piece, about 1s. 2½d. per lb. of rubber collected. Negotiations are pending for raising the rates paid for rubber gathering. Excepting in the rubber districts, it is rather difficult to see wherein the Japanese labourer eration the money paid for his passage from Tokyo to the point where his services are required in Peru. Expert workmen in Japan can earn 1s. 6d. per day, and some receive a yen, which is equivalent to the Peruvian sol, the gold value being the same-namely, 2s. When asked to explain the reason for the immigration, Mr. Aiba frankly admitted that his countrymen, after paying their fares from one country to the other, and the increased cost of living, make little more in Peruthan they would if they had remained at home. Exclusive of Lima, there were in Mr. Aiba's district on Dec. 31, 1909, 3,593 Japanese, about 2,000 of which number were employed as farm hands. In-factories 441 were engaged at wages

inging from 3s. 6d. to 4s. per day. The other principal occupations were domestics, including cooks, 257; engaged in restaurants, 132; there were 93 barbers, 102 rubber pickers, 35 carpenters, 26 tenant farmers, and 59 petty merchants and peddlers. The other occupations enumerated are physicians, priests, hospital nurses, bakers, inspectors, gardeners, fishermen, plasterers, boatmen, road repairers, dairymen, and laundrymen. Lima has 74 Japanese and Callac 135. The occupation of barber represents the largest number, 157 in Lims and 42 in Callao. Seven Japanese female tarbors were employed in Lima and two in Callas. There are 77 Japanese petty merchauts, 116 domestics, 63 restaurant-keepers, 45 grocers, 54 carpenters, 19 coal vendors, 18 gardeners, and 38 factory hands in Lima. These figures are especially interesting, because they show the range of occupations taken up by the Japanese. So long as they confine their energies to the sugar and rubber estates, they are not likely to arouse the jealousy of the native Peruviang. If, however, they should still further invade the trades and workshops and should in crease the ranks of shopkeepers and restaurantkeepers - as the above figures would appear to indicate they are doing-an objection to the increased immigration of Japanese is almost certain to be raised. This is what has happened in the case of the Chinaman, who has become such a successful shopkeeper in Lima and other towns, that a demand has been made in certain quarters for his exclusion. It is in my opinion only a matter of time when this same attitude will be assumed in relation to the Japanese. The Chinamen and the Japanese are both more industrious, economical, and persevering in the prosecution of whatever they may undertake than the Peruvian, and as soon as their competition is felt by the native he will raise the cry of Peru for the Peruvians, and demand that the immigration of Orientals shall cease. So far as the Japanese are concerned. there is no agitation for his expulsion at present. and whilst there is a good deal of talk of "Chinese cheap labour" and of the competition

with native tradesmen, little is said about the

labour of the Japanese.



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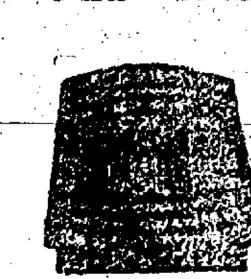
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AGENCIES:-YOKOHAMA: M. ABADA, Esq. CHINKIANG: Messra GRABING & Co. MANILA: Messis. MACONDRAT & Co. SINGAPORE: Messes, Borneo & Co., Leto For Particulars, apply to H. OISHI,

Manager. No. 2. Pedder Street, Hongkong. Hongkong, 14th February, 1911.



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"WITH DOG AND GUN IN THE NEW TERRITORY."

EING the Series of Articles recently contributed to the "Hongkong Daily Press" by "Sportsman," reproduced in book.

PRICE ONE DOLLAR. Hongkong, 29th October, 1910.

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST. By CHAS, J. HALCOMBE (Formerly of the Imperial Chinese Customs

Service, Author of "The Mystic Flowery Land," etc.). / HE VOLUME which consists of 146 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated

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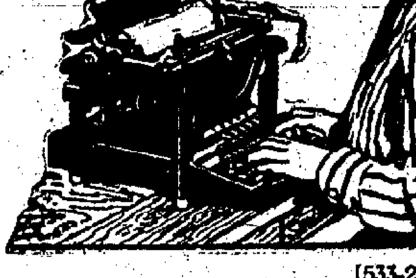
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Portugul, 1888; Commercial Treaty, 1904,

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TREATIES WITH COREA Japan, 1876; Japan Supplementary, 1876; Japan, 1904 and 1905. United States, 1882 Great Britain, 1895.

TREATIES WITH SLAM Great Britain, 1856, 1899 and 1909, France, 1898 and 1904; Japan, 1893; Russis, 1899. Breat Britain and France, Siamese Frontier, Great Britein and Russia, Railway Convention,

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Alacrity, despatch-boat, 700 tone, 4 guns, 2,000 ih.p., Comdr. A. Lowndes, Shanghai. Astræs, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, Atlas, admiralty tug, 615 tons, 1,400 l.h.p., Master S. West, Hongkong. Bramble, gunboat 710 tons, 900 i.h.p. Lieut.
Comdr. B. G. Washington, Hongkong.
Britomart, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. J. M. Barker, Hongkong.
Codmus, British sloop, 1,070 tons, i.h.p. 1,400,
f.d., Comdr. H. Lynes, Shanghai.
Cherub, water tank and tag, 390 tons, i.h.p. 340,
Master W. Smith, Hongkong. Clio, British sloop, 1,070 tone, i.h.p. 1,400, Comdr. H. R. Vesle, Shanghai, Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe, en route to Shanghai.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas,

Handy, torpedo-boat destroyer 295 tons, 6 gune, 4,000 h.p., Lieut-Comdr. Hen. Guy Stopford, Hongkoug. Hart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 b.p., Lt.-Comdr. Hon. Guy Stopford,

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. M., B. R. Blackwood, en route to Shanghai. Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar,

Kinsha, river gunboat, 616 tons, i.h.p. 1,200, Lieut. Comdr. T. J. S. Lyne, Yangtaza. Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 i.h.p. Commr. B. O. M. Davy, Hongkong. Minotaur, armoured cruiser (flagship Vice-Sir A. L. Winsloe, K.C.B. C.V.O., C.M.G.,) 14,600, tons, i.h.p. 27,000

Capt. G. C. Cayley, Hongkong. Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O. Hongkong.

West River. Newcastle, 2nd class cruiser, 4, 00 tons, turbine, Captain George P. E. Hunt, D.S.O. Nightingale, river gunboat, 85 tons, 240 h.p. Lt.-Comdr. Claude Hillersden-Woodward,

R.N., Yangtere. Otter, terpede-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. Lambs, en route to Shanghai. Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Cosmo A. O. Douglas, West

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. Southby. Hougkong. Snipe, river gunboat, 85 tons, 2 guns 240 h.p. Lieut.-Comdr. Malcolm Murray, Yangtere. Taku, torpedo boat destroyer, 305 tons, i.h.p.

6,000, Gunner E. J. Trillo, R.N., Hongl'amar, receiving ship, 4,650 tons, 6 guns, Commodore Eyres, Hongkong. Teal, river gunbout, 180 tons, 2 guns, 800 i.h.p. Lieut,-Comdr. R. J. Buchanan, Yangtaze. Thistle, gunboat, 710 tons, 900 h.p., Lient, · Comdr. M. B. Baillie-Hamilton, Shanghai

6,300 i.h.p., Lieut.-Comdr. Harold D. Adair-Hall, en route to Shanghai. Waterwitch, surveying ship, 620 tons, 450 i.h.p Lie t. Comdr. R. L. Hancock, Hongkong, Whiting, torpede-boat destroyer, 360 tons, guns, 5,900 h.p., Lieut.-Comdr. G. B.

Virago, torpedo-boat destroyer, 395 tons, 6 guns

Hartford, en route to Shanghai. Widgeon, gunboat 195 tons, 2 guns, 800 h.p. Lt.-Comdr. M. H. Wilding, Yangtze. Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. B. R. Brooke, Yangteze. Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. G. F. A. Mulock, Yangtere.

AUSTRIAN. Kaiserin Elisabeth, Austrian protected orniser 4.000. Fregattenkepitan Oskar Hansa. Northern Waters Panther, third class cruiser, 1,530 tons, Fregattenkepitan, Thecdor Skerl Edl. von Sobmidtheim

Achéron, armoured gunboat, 1,830 tons, 9 guns 1,700 h.p., Lieut. Bertrand, Saigon Alger, 2nd class cruiser, 4,320 tons, 22 guns 5,100 b.p., Commander Fournier, H'kong Alouette, gunboat, 506 tons, 7 guns, 400 h.p. Commander Badin, Saigon Argus, river gunboat, 180 tons, 6 guns, 570 h.p.,

Lieut, Audouard. Baionnette, gunboat. Cimeterre, gunboat, 140 tons, Reserve, Saigon Caronalde, gunboat, 184 tons, Reserve, Saigon Décidée, gunboat, 630 tone, 10 guns, 900 h.p. Lieut de Linarde, Bhanghai Dupleix, armoured orniser, 7,578 tons, 26 gnns,

Desair, armoured craiser, 7,57 8 tons, 26 guns, 17.000 b.p. D'Therville, gunboat

Estoc, gunboat, 141 tons, Reserve, Halphong Esturgeon, sub marine, 70 tons, 60 h.p., Lieut Combet, Saigon Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p. Henri Rivière, river gunboat, 150 tons, 6 guns

152 h.p., Haiphong Lynx, sub-marine, 70 tons, 6 h.p., Lieut, Marre, Montealm, armoured cruiser, (flagship) 9,367 tons, 36 guns, 19,600 h.p., Rear Admiral

de la Croix de Castries (Commander-in-Chief) Manche, surveying ship, 1,625 tons, 10 guns, 900 h.p., Commander Raget de la Touche,

Mouquet, destroyer, 300 tons, 7 guns, 6,30) b.p., Commander de la Roche Rerandraon. Olry, river gunboat, 170 tone, 6 guns, 500 h.p. Lieut. de Maindreville, Upper Yangtze Peiho, river gunboat, 130 tons, 4 guns, 280 h.p. Lieut. Pusch, Tongku

Perle, sub-marine, 70 tons, 60 h.p., Lieut, Mon. nier, Saigon Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p. Commander Mortenel, Hongay. Protée, sub-marine, 70 tons, 60 h.p., Lieut -Morris, Saigon

Redoutable, battleship (reserve), 9,330 tons 87 guns, 6,200 h.p., Capt. Droupt, Saigon Styx, armoured ganboat, 1,800 tons, 8 gans 1,600 h.p., Lieut. Seriet, Saigon. Takon, destroyer, 280 tons, 6 guns 6,500 h.p., In Reserve, Saigon Vanhan, torpedo-depot, Commander Mortenol.

Hongay Vétéran, torpedo-depot, Lieut. Bihel, Saint-Jacques Vigilante, river gunbost, 180 tons, 6 guns, 7 h.p. Lieut. Dumonlin, Siklang GERMAN. Arcons, cruiser, 2,719 tons, Captain von Hipper

Htis, gunboat, 1,000 tons, 10 guns, Captain Laus Captain Graf von Posadowsky-Wehner Leipzig, cruiser, Captain Engel

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15/ paid fy.	Alor-Pongsu Anglo-Johore		*****	fy. paid	Malacca Ordinary	9.14.0	-10491
2/ fy. "	Anglo-Malay	1.4.10}	75% 10	2/ fy. ,, v fy. ,,	Merlimau Merton Syndicate	6/6}	*****
17/8 ,, fy. ,,	Bakap.		1 ******	y. "	Mount Austin Narborough Est.	1.15.0	hitter
fy., ty.,	Batu Caves	16.10.0	105% 710	14/ ,,	North Hummock		15% 10
15/ ₁₁ ∫	Batu Kawan		*****	2/ fy. " fy. "	Padang Jawa Pandan Jehora	4/3	F FFF994 ,
2/,1/ "	Batu Tiga Beranang Selangor	5.10.0	10% 10		Pataling Pelepah (Johore)	3.1. 6	200% ''' '10
15/ ,, fy. ,,	Bernam Perak Do Ordinary		3% '09	R - 17	Perak	9,'8	121% 10
fy. "]	Bidor		*****	10/ ,, 12/6 ,,	Peneiro Est		10% '09
12/6 ,, } 2/ fy. ,,	B'lands Selangor			17/6 ,, 12/6 ,,	Matanut	1.7.6	*****
2/ fy. "	Bukit Cloh	-	*****	fy. ,,	Kim		*****
10/ "	Bukit Kajang	3.0.0	64% '10	2/ fy. ,, 15/ ,,	R. Est. of Krian R. of Johore		
Options	Bukit Mertajam	4/1	*****	fy. "	Sagga	12.10.0 7.5.0	50% '10
fy. paid	Bukit Rajah Bukit Selangors	16 0.0	60% '10	2/ 17	Selangor	2010	15% '10 225% 10
2/9/ ,, fy, ,,	Castlefield	0.7.6	71% 10	£1 fy. ,,	Seletar Rubber Sempah	•	******
fy. ", }	Chankat Salak R. and Tin			16/ ,,	Sendayan		1 00
2' fy. **	Chersonese	4.6	*****	fy. "	Seremban Serangeon	<u> </u>	15% '10
2/, 1/6 "	Chota Rubber		101111	2/, 1/ ",	Shelford	ļ . ··	20% '10
2/ fy. ,, 2/ fv	Cicely Ordinary Preferred	3.2.0 3.2.0	100% '16 102}% '10	fy. ,,	Singapore Para 📞	. 5/-	121% 10
2/ fy. ",	Consol Malay	1.5.15	50% '4 0	15/6 ,,	Straits (Bertany) Strathmore R	8/6	171% '09
fy.	Damansara 7 Dennistown	8.0.0	50% 10	17/6	Sungei Bahru Sungei Choh	5.100	*1918s
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1b/ ,,	Garing (Malacca) Golconda	6.10.0	-25%10	fy ,,	Sungei Salak Sungei Way	5.0.0	+114a
£1 fy. "	Golden Hope Gula-Kalumpong	6.180	20% '10	15 ,	Tangkah	6.7.€	121% '10
fy. "	H. and Lowlands	5.11.6	30% '10	1y. " }	Third Mile		*****
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10/ ,,	Johore R. Lands Jong-Landor	a	414444	2/ fy. "	Val d'Or Est		#10164 #10164
iy. "	Jugra (Ordinay) 🚃		25% '10	2/ fy. ,.	Vallambrosa	1.17.3	75% 10
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7/6 ,,	Killinghall	-	*****		Mid-East Invest Rubber Plants, Inves. Trust		h10/ ha
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2/ 1/ ,, 2/ 1/ ,,	Klian-Kellas Kota Tinggi	1/3 pm	*****	15/ "	Strait. M. & Trust	-	• •
10/ ',, }	Khota Tampan	1.0	*****		India, Ceylon, Borneo,		-
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fy. "	Kuala Klang Kuala Lumpur	8.9.3	75% 10	fy, paid	Anglo-Java		N
2/ fy ,,	Kuala Pahi		5% 10	fy. ,,	Asahan (Sumatra Bangawan R.		** **
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7/6 , J 15/ ,	Lendu	2.4.0		17/6 ",	Langkon		
2/ fy. " 2/ fy. "	Linggi	2.11.3	150% '10	fy.	Manchester		****** *****
13/ ,,	London Asiatic Lumut Est.	14/4½ 13/9 pir	10% '10	2/ fy. "	Pontianak Sumatra Para	12/3	331% : '10
2/ fy "	Madingley Est. Malacca 75% Cum. Partici-		*****	10/ ,, fy. ,,	Sumatra Props		ا چها اغراد
_	pating Pref	. i		A-T 1 14	United Screang	6.0.0	10% '10

Luchs, gunboat 850 tons, 10 guns, 1,344 h.p. Captain Bölken Scharnhorst, armoured cruiser (flagship)e 11,420 tous, 52 guns, 26,000 h.p., Kapifan Zur See Masss

Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 6,000 h.p., Kommandant Kolbe (Hans) Bertram Corpedo boat "Sgo," Kapitan Leut, Heyden Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain v. Koss

Tsingtau, gunboat, 170 tons, 5 guns, 1,300 h.p. Captain Ross Vaterland, gumboat, -- tons, 3 guns, 500 h.p. Captain Toussaint

Calabria, protected cruiser, 2,428, tons, 26 guns 4,000 h.p., Capitano Maris Casaquova di Puglis, propected cruiser, 2,498 tons, 26 guns, 7,000 h.p., Capitano Gusani Viyconti Marchese Lorenzo

Patris, gunbost, 700 tons, Captain J. Affrexo Reinha D. Amelia, cruiser, 1,600, tons, CaptainC. Lims Vasco da Gama, oraiser, 3,033, tons, Capta Augusto Jose da Almeida UNITED STATES.

PORTUGUESE

Albany, cruiser, 3,000 tons, C. S. Williams, Arayat, gunboat, Lieut.-Comdr. Matt H

Bainbridge, destroyer, 7 guas and 2 torpedo tubes, Ensign Lloyd W. Townsond Barry, destroyer, 420 tons, Ens. Edmund S.

Callao, gunboat, 243 tons, Ecs. J. B. Murrisson Cleveland, cruiser 3,200 tons, Commander Hugh Rodman, Shanghai

Charleston, battle-hip (flagship), 9,700, tons 58 gans, 21,000 h.p., Comdr. John H Gibbins, Shanghai Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai Channey, destroyer, 420 tons, Ens. I. N. McNair Dale, destroyer, 420 tone, Lieut. Herbert H

Denver, oruiser, 3,200 tons, Comdr. Edward E. Cagehart, Shanghai Galveston, cruiser, 3,200 tons, Commander John A. Hoogewerff, Manila Helena gunboat, 1,392 tons, Comdr. Reuben O. Bitler, Shanghai Mindoro, gunboat, Lieut, George M. Baum Mohican (station ship), Commander G. R. Salisbury

Monterey, monitor, 4,00 0 tons Lit. D. W. Todd Nanshau, transport, 1,577 tons, W.D. Pardeaux New Orleans, orniser, 3,430 tons, Comdr. Reger New York, cruiser (flagship), Comdr. J. P.

Paragusy, gunboat, Eusign Roy L. Lowman Pennsylvania, armoured cruiser, 13,680 tons Capt. A. Ward Pompey, collier, 1,600 tons, James D. Linett. Porpoise, 125 tons, 160 hp., Ens. Kenne

Samar, gunboat, Ensign W. C. I. Stiles | Shark, 125 tons, 160 h p. Ensign Theodore G Villalobos, gunboat, 370 tons, Lt. A. Andrews

Sailsbury Hongkong

SHIPPING IN PORT.

STEAMBRS. AMBRICA MARU, Japanese str., 3,464, A. G. Stevens, 26th April-San Francisco 29th

March, Canned Goods, Flour and M'dise .--Toyo Kisen Kaisha. Amigo, German str., 822, W. Langschwager, 14th April--Haiphong 11th April, General —Jebsen & Co.

ASAHI MARU, Japanese str., 1,749, Nakano, 11th April-Moji 5th April, Coal-Mitsui Bussan Kaisha. Banki Maru, Japanese str., 2,369, Y. Mase, 8th April-Karatsu 2nd April, Coal-

Mitsui Bussan Kaisha. BORNEO, German str., 1,344, R Sembill, 24th General - Melchers & Co. BUNDAI MARU, Japanese str., 2,000, T. Miya. saki, 6th April-Miike 1st April, Coal- TITAROEM, Dutch str., 3,566, P. Zwart, 21st Mitsui Bussan Kaisha....

CARL DIEDERICHSEN, German str., 774, Chr. Jürgensen, 26th April-Hollow 25th April, Coal & General—Jobson & Co. CHOWTAI, German str., 1,115, W. Reger, 24th April-Bangkok 15th and Swatow 23rd April, Rice-Norddentscher Lloyd. CHUNSANG, British str., 1,418, Mattock, 18th

April-Port Courbet 15th April, Coal-DAIJIN MARU, Jap. str., 899, Y. Yamamoto, 26th April-Tamsui, Amoy and Swatow 25th April, General-Osaka Shosen Kaisha. DEVAWONGSE, German str., 1,057, E. Gathe. mann, 22nd April-Bangkok 14th and

Kohsichang 15th April, Rico-Butterfield & Swire. EARL OF ELGIN, British str., 2,811, Robertson, 26th April-Philadelphia via Durban 18th Feb., Case Oil-Standard Oil Co. EMPRESS OF INDIA, British str., 3,032, E.

Beetham, 14th April-Vancouver, B.C. 22nd March, Mails and General-Canadian Pacific Railway Co. FURURA MARU, Japanese str., 3,139, T. Ogawa. 26th April-Moji 19th April, Coal-Mitsu Bishi Goshi Kwa'sha. HAICHING, British str., 1,262, W. C. Passmore,

26th April-Foochow 23rd April, General -Douglas, Lapraik & Co. HANYANG, British str., 1,207, G. I. Spink, 28th March-Tsington, Chefoo and Weihniwei 23rd Mar., Salt. &c .- Butterfield & Swire. Herlas, Norwegian str., 860, A. Kundsen, 22nd April-Geraldton 6th April, Sandal-

wood-Aagaard, Thoresen & Co. KIANG CHING, Chinese str., 1,002, Boissander, 16th April-Chinkiang 12th April, General -Tung Lee. Kiang Ping, Chinese str., 1,222, H. Udden,

20th April-Chinkiang 15th April, Rails and General-Tung Lee. Knivsbeng, German str., 646, H. Niljahr, 22nd April-Singapore 14th April, Timber-Jebsen & Co.

Man Fat Reinbew, cruiser, 6,026 tons Comdr. A. C. KWANGTAH, Chinese str., 1,536, Stewart, 22nd April-Shanghai 19th April, General-C. M. S. N. Co. LANDRAT SCHEIFF, German str., 1,015, A. Struve, 24th April Bangkok Loth April, On Sale at-Rice-Order. Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p. Wilmington, gunboat, 1800, Comdr. G. R. Lightning, British str., 2,122, E. P. Smith, 26th April—Calcutta 9th April, General-

D. Bassoon & Co.

MARIE, German str., 1,234, P. E. Christiansen, 24th April-Saigon 20th April, Rice and General-Order.

Mongolia, American str., 8,750, H. E. Morton, 22nd April-San Francisco and Manila 20th, April, Mails and General-P. M. NANCHANG, British str., 1,044, R. Robertson

25th April-Chefoo 18th April. Beans and General-Butterfield & Swire. QUINTA, German str., 1,145, Danielsen, 22nd April-Wakamatsu 14th April, Coal-Sander, Wieler & Co.

SARANAC, British str., 1,235, F. W. Gray, 5th April-Pulo Sambao 29th March, Kercsene -Standard Oil Co. SEXTA, German str., 992. N. Jensen. 25th April-Bangkok 17th April, General-

April-Sandakan 19th April, Timber and Singan, British str., 1,047, F. Jamleson, 16th April - Haiphong 11th April, Rice and General - Butterfield & Swire.

> April-Swatow 20th April, General Java-China-Japan Lijn. TRIUMPH, German str., 769, Jacobson, 20th April - Hollow-18th April, General-Jebsen & Co. VICTORIA, Swedish str., 1,892, Eckert, 23rd

April-Samarang 21st April, Salt-Olof Wiik & Co. YAWATA MARU, Japanese str., 1,234, Sakuma, 5th April-Miike 30th Mar., Coal-Mitsul Bussan Kaisha.

Yuensang, British str., 1,128, P. H. Rolfe, 25th April-Manila 22nd April, General-Jardine, Matheson & Co. SHIPPING REPORTS.

The British str. Glenogle reports: Very fine weather, light variable winds and smooth sea, wind increased to moderate gale N.E. when 30 miles off had. The British str. Chenan reports: On April

25th saw 8.8. Asia ashere on Heachu Islanda steamed close up, and found all Europeans had left her and the vessel was swarmed with Chinese looting her.

STEAMERS PASSED THE CANAL.

April 4th-Braemar, Indrapura, Kaga Maru. 7th-Alcinous, Hudson, Peshawur, Polyphemus. Syria, Hermann, Lerche. 11th-Benarty, Bloemfontein, Breconshire, Erzherzog Franz Ferdinand, St. Hugo. 18th-Atsuta Maru, Brasilia, Buelow. Coylon, Glenroy, Konagawa Maru, Machaon, Nera, Nippon. Nore, Prometheus, Scandia, Silesia. 21st -Antenor, Canton, Konang Si, Poona. 25th-Ambria, Benledi, Pak Ling. Peleus, Sambia, Batsuma, Soyo Maru, Christian, Nebe, Gneisenau, Neckar. ARRIVALS AT HOME.

April 25th Derflinger, Marmora, Ernest Simons.

TT ISITORS TO CANTON. Кимсноw, British str., 1,450, J. D. Martin, FROM HONGKONG TO CANTON BY THE PEARL RIVER."

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TELEGRAPHIC NEWS.

FROM SOUTHERN NEWSPATERS.

TISCOUNT HALDANE. London, April 10th. At question time in the House of Commons, Mr. Asquith said he hoped that means would be found for Lord Ha'dane to assist the Lords of Appeal, though he had never held judicial office. This would not involve Lord Haldane's resignation.

ASIATICS IN SOUTH APRICA London, April 10th. Mr. John Robertson, in the House of Commons, asked whether, in the event of Asiatics being admitted into South Africa under the new Immigration Act, they could be excluded by provincial legislation. Mr. Harcourt, Colonial Secretary, said: — The control is in the hands of the Union Government, who, further, are expressly charged with the control of matters especially or differentially affecting Asiatics." COTTON GROWING IN INDIA,

London, April-10th. Mr. Barton asked a question in the House of Commons referring to the possibilities of producing a much finer cotton in India, and arged Lord Morley to remove the chief obstacle to progress by advising the Indian Government to co-operate with the Agricultural Department in the creation of an agency in India to buy, gin and bale long-staple cotton.

Mr. Montague replied that the British Cotton Growing Association had recently expressed a desire to co-operate with the Bombay Agricultural
Department in establishing a buying centre for
the Sind Districts, and the offers had been communicated to the Government of Bombay.
Lord Morley would view with favour any action
that could be legitimately taken by that Government to provide the cultivators with a better market for superior cotton.

AN INDIAN'S PLEA FOR A ROYAL VICEROY. London, April 11th. At a meeting yesterday of the East India Association, Lord Ronaldshay presiding, Mr. Vyasa Ruo delivered a lecture advocating the statutory creation of a Viceroyalty of India to be held by a member of the Royal Family, and the separation of the functions of Vicercy and

Governor General To India, he said, a country without a King was a body without a soul. India had far greater need of the Duke of Connaught than Canada had. The Royal visit was an appropriate occa-sion for a change, which would introduce an era of crowing attachment and trust, mutually benefiting England and India.

Lord Ronaldshay agreed regarding the appeal which Royalty made to the Eastern imagination, but when he recalled the recent controversy between the Governor-General and so humble a person as the Commander in Chief be shuddered at the consequences of establish-ing two heads, practically equal in status. Sir J. D. Rees said that the separation of

functions was impossible. Moreover, there was no room for "His Highness the Shadow" and "His Excellency the Substance."

NEW ZEALAND AND CANADA. Toronto, April 11th.

Sir Joseph Word, Prime Minister of New Zealand, was sutertained at a languet here yesterday. In a speech he said New Zealand was anxious for Reciprocal Preference with Canada. He also urged a system of co-operation between the Colonies in building navies. THE CROWN PRINCE OF GERMANY.

Berlin, April 11th. The semi-official Norddsutsche Allgemeine Zeitung, in an article on the Crown Prince's return, heartily acknowledges the kind reception accorded to the Crown Prince in India, both by the authorities and by private in dividuals. The journal rejoices at the warm sympathy with: which he was everwhere received and the unanimously favourable impression created. by His Imperial Highness' person and bearing. "This," the journal concludes, "was a success. for the Crown Prince and a gain for Germany." LATEST DEVELOPMENT IN BOAT BUILDING.

London, April 12th. A flying heat driven by its inventor, M. Fabre, appeared at Monaco yesterday. It rese from the sea eight to ten feet and them dropped back easily. To day, however, during testing evolutions it dashed on to some rocks and was wrecked. The aviator fell into the sea but was rescued. VARIATION ON AN OLD THEME. London, April 12th.

from London to Paris without a balt." Paris, April 13th. M. Prier's time was four hours and nine

THE NAVAL DEFENCE OF THE MIDDLE EAST.

The aviator M. Prier has flown in a monoplane

London, April 12th. Colonel Yate asked whother, in view of the increasing sea borno trade to India and the Eastern Crown Colonias, t. o Government would consider the appointment of a special Committee. of Naval and Military experts and representatives of India and Colonial offices to determine the respective interests which should share in the cost of Imperial Naval defence in time to enable the Secretary of State for India to submit the result to the Imperial Conference. NOTICE TO KOWLOON RESIDENTS | Mr. Asquith replied that it was not proposed at present to appoint such a Committee.— The Crown Colonies already contributed considerably to the cost of their garrisons. The Imperial Conference would consider the question of imperial Naval defence in repard to the interests of the self-governing colonies, but consideration of the Messrs. H. RUTTONJEE & SONS, Kow-Naval contribution by India or the Crown loon Store, No. 36, Haiphong Road. Mesers, HUNG CHEONG, Haiphong Road Colonies did not directly arise.

THE CITY AND SUB. London, April 20th. The following is the result of the City and Suburban (11 miles): -Mr. T. Baring's Mushroom, 7 ... 1 Mr. H. J. Ring's Demosthenes, 7.3

Mr. J. A. de Rothschild's Bronzino, 8.9 . . 3 Winner trained by Butters. Wou by two lengths. The betting was 5 to 1; 25 to 1; and 8 to 1. RUBBER DIVIDENDS. Colombo, April 20th.

Messages from London record that the Loncon Asiatic pays a final dividend of 15 per cent., making 25 for the year, and carrying forward £11,443. Highlands and Lowlands pays 20, making 50 for the year, and carries forward £10,742.

North Hummock pays an interim dividend of 10 per cent, and Kuala Selanger a final dividend of 30 per cent. Sungei Kapar pays 30, making 55 for the year, puts to reserve £5,000, and carries for-

ward £4,800. . STATE OWNED LINEUS. London, April 21st. A Capetown message says the South African

Senate has adopted a motion requesting the Government to consider the question of Stateowned steamship lines for mails, passengers, and cargo, in the event of the Government not obtaining satisfactory tenders for the mail costract.

LATEST STEAMER MOVEMENTS.

The H.-A. Linie str. Belgravia left Hankow on the 27th instant a.m., and may be expected here on or about the 3rd prox. a.m.

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ARRIVALS. CANADA MARU, Japanese str., 6,063, K. Hari, 27th April-Nagasaki 23rd April, General -Osaka Sheson Kaisha. CHENAN, British str., 1,350. L. Lloyd Jones,

27th April-Shanghai 23rd April, General -Butterfield & Swire. DELTA, British str., 4,780, E. P. Murtin, n.N.R. 27th April - Bombay 22ud April, Mails and

General-P. & O. S. N. Co. GLENOGLE, British str., 2,399, W. H. Paddle, 27th April-Singapore 22nd April, Rice and Bean-Seang Talk Hong. HELENE, German str., 771, H. Bendiren, 27th April-Swatow 26th April, General-

Jobsen & Co. KAIFUKU MARU, Japanese str., 1,903, S. Sudo. 27th April-Moji 21st April, Coal-Brad-

Konsichano, German str., 1,192, Rosiefsky, 27th April-Bangkok 19th April, Rice-Butterfield & Swire. KWANGTAH, Chinese str., 27th April-Canton.

EIVINGSTONIA, British str., 2,799, W. B. Webb. 27th April-Cardiff, Cosl-Dodwell & Co. SENEGAMBIA, German str., 3,780, H. Eckhorn, 1 27th April-Teington 22nd April, General -Hamburg-Amerika Linie, SRINSHU MARU, Japanese str., 2,449, T. Oku-

ma, 26th April-Miike 20th April, Coal-Mitsui Bussan Kaisha. SUNGKIANG, British str., 1,234, Mathias, 27th April-Haiphong 24th_April, General-Butterfield & Swire.

ZAPIBO, American str., 1.618, M. C. Smith, 27th April-Manila 24th April, General-Shewan, Tomes & Co. CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. 27th April. Chowlai, German str., for Bangkok. Devawonyse, German str., for Singapore. Haiching, British str., for Swatow. Helene, German str., for Hollow. Quarta, German str., for Port Coubet.

DEPARTURES 27th April ... ANHUL British str., for Shanghai. BENALDER, British str., for Bangkok. CHENAN, British str., for Canton. DELTA, British str., for Shanghai. KAGA MARU, Japanese str., for Amoy. PATHAN, British str., for Shanghai. BENEGAMBIA, German str., for Singapore.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. S.S. Co. str. Persia sailed from San Francisco on the 12th inst. for Hongkong. via Honolulu, Yokohama, Kube, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 10th prox.

The P. M. S.S. Co. str. Korea sailed from San Francisco on the 18th inst, for Hongkong, via Honolulu, Yokoluma, Kebe, Nayasaki end Shanghai, and is due to arrive at Hongkong on the 19th prox.

The T.K.K. str. Tenyo Maru, with the U.S. mails, left Yokohama on the 24th instant for Hongkong via usual ports of call. THE AUSTRALIAN MAIL.

The I.G.M. str. Prinz Sigismund left Sydney on the 8th inst., et 11 a.m., and may be expected here on or about the 30th inst. The E. & A. str. St. Albans left Sydney on the 12th instant, for this port (via Queensland Port, Port Darwin and Manila) and is due here

on or about the 5th prox. The N.Y.K. str. Yawata Maru (Australian Line) left Sydney for this port on the 19th inst., and is expected here on the 8th prex. THE CANADIAN MAIL.

The C.P.R. Co.'s str. Empress of Japan left Vancouver, B.C., on the 20th instant a.m. for Hongkong (via usual ports of call). THE GERMAN MAIL.

The I.G.M. str. Buclow carrying the German Mails with dates from Berlin of the 5th inst., left Colombo on the 23rd inst. a.m., and may be expected here on or about the 4th prox. am.

THE INDIAN MAIL. The Indo-China str. Kutsang from Calcutta and the Straits left Singapore for this port on the 14th instant.

The Indo-China str. Larsung left Calcutta for the Straits and Hongkong on 20th inst., and is due here about the 6th prox. MERCHANT STEAMERS.

The P. & O. S. N. Co. str. Assays left Shaughai for this port on the 25th instant, at 9 p.m., and is due here to-day at about 8 a.m. The "Ben" Line str. Benmohr from Leith and London left Singapore on the 21st instant for this port.

The Mogul Line str. Pathan left United Kingdom on the 12th ultime for Hongkong via Straits. The "Mogul" Line str. Loval left United Kingdom on the 10th instant for Hongkong.

via the Straits. The N.Y.K. str. Hakata Maru (Bombay Line) left Bombay for this port via Colombo and Singapore on the 21st inst., and is expected here on the 9th prox.

The Olof Wijk & Co.'s str. Canton left Port Said on the 19th instant, and is expected here on the 16th prox.

WESSELS ON THE BERTH

THE PENINSULAR AND ORIENTA STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMO TH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTA AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE," Captain E. W. Cockman, R.N.R., carrying Hi Majesty's Mails, will be despatched from this for Bombay and Colombo TO-MORROW, the 29th April, 1911, at Noon, taking passenger- and Cargo for the above ports in connection with the Company's 6.8. "MOREA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departur-

from Hongkong. Bilk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will to transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the S.S. "EGYPT." dre in London on the 9th June, 1911. Parcels will be received at this Office until

4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to Superintendent. Hongkong, 17th April, 1911.

LOADING. AS ADVERTISED

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong" h," midway between Hongkong and Kowloon" m," and those vessels berthed at the Kowloon Whar! "k.w." together with the number denoting the section. 3. From Blake Pier to Naval Yard. 2. From Herbour Mester's to Blake Pier. 4. From Naval Yard to East Point

DESTINATION.	Vassel's Names.	FLAC & BIU	DEBTE	CAPTAIN.	FOR PREIGHT APPLY TO	TO BE DESPATCHED
There Dance An City	Aggavy	Reit vie		G. W. Cookman, R.N.B.	P. & O. S. N. Co	To-morrow at Noon.
LONDON, &c., VIA USUAL PORTS OF CALL LONDON & ANTWERP VIA SINGAPORE, &c	PALMA	titit, etc.		H. W. A. Clarke, B.N.B.	P. & O. S. N. Co	On 3rd May, at 10 A.M.
TONDON ROTTERDAM & ANTWERP	FLINTSHIBE	Livit. Str.		G. C. Cundy, R.N.R.	Jardine. Matheson & Co., Ld	About 12th May
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COMPERTAN HAMBURG & ANTWERP, &C.	BELGBAVIA	trer. str.	K.W.		HAMBURG-AMBRIKA LININ	
ROTTERDAM, HAMBURG & ANTWERP, &c ROTTERDAM, & HAMBURG VIA STRAITS, &c	DACHSEN	Ger str	k. w.			
COPENHAGEN & BALTIC PORTS	CATHAY	Dan. str.	-	1 · · · · · · · · · · · · · · · · · · ·	MELCHERS & Co	
ACTION & RATIFIC PORTS	PRING	SWEG. BLT			OLOF WIJE Co., LTD	
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MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C. MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C.	MICHINIA MARU	Jan. str.		A. E. Moses	NIPPON YUSEN KAISHA	On 10th May, at D'light
we i to other terms and the value of the missing are the contractions and the contractions are the contractions ar	DAYERN (414444444)	of Carner Strike) 15. TV	Brehmer	Hamubro-Amerika Linie	On 30th May,
MANGETITER LONDON & ANTWERP VIA BINGAPORE, &C	LAGA SLABU	in the section of	•	M. Hagino	NIPPON YUSEN KAISHA	
NAPLES GENOA. ALGIERS, GIBRALTAR, &C	EBINZ HODAM	AND CHURA DETA		F. v. Binzer	DODWELL & Co., LTD.	On 3rd May, at Noon. About 4th May,
STEET VARY	MONTROSE	Am ate		Thomas	I was a second of the second o	
NEW YORK BOSTON & NEW YORK	MUNCASTER CASTI	E Brit. str	1 1	105	DODWELL & Co., LTD	About 11th May.
TANCOUVER VIS SHANGHAL JAPAN, &C	I PRESERVE OF TUDIES!	er Din bur, 10		E Beetham		
TANCOUNER VIE SHANGHAL JAPAN &C	MONTEAGLE	. Briteste,	2 m	W. Davison	CANADIAN PACIFIC R. Co OBAHA BHOSEN KAISHA	On 28th June, at Noon On 2nd May, at D'light
- TOTAMATA AT A TOA CONTA VIX MEANGHALACAAPAD	CANADA MARU	Jon etr			NIPPON YUSEN KAISHA	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, & VICTORIA, B.C. & SEATTLE VIA SHANGHAI, & CONTROL OF THE VIA SHANGHAI, & CONTROL OF	TWARA MARIT	Jap. str			NIPPON YUSEN KAISHA	On 20th June, at 4 P.M.
VANCOUVER, B.C., & SEATTLE VIA SHANGHAI, &	Severic	Brit. str			THE BANK LINE, LIMITED	On 4th May.
VANCOUVER (DIRECT)	SUVERIC	Brit. str. 🗵	-		CANADIAN PACIFIC R. Co	On 4th May.
erant ten antende of the Steanghal & Japan. &c	MONGOLIA		.	A. C. Stavana	PACIFIC MAIL S.S. Co	On 5th May at 1 p.m.
SAN TRANCISCO VIA SHANGHAL & JAPAN &	O AMERICA DIARU	Jap. str Brit. str		A. G. Stevens	PACIFIC MAIL S.S. Co.	On 19th May, at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. BEIRA, DELAGOA BAY, DURBAN, &c.	PERSIA	T-1 -	•		THE BANK LINE, LIMITED	
PORTLAND VIA JAPAN		Nor. str.	1	Eivind Meyer	PORTLAND & ASIATIC S.S. Co	On 8th May.
ARRORATIAN PORTS VIA MANILIA	Снамозна			E. Finlayson	BUTTERFIELD & SWIRE	i a a a a a a a a a a a a a a a a a a a
ATISTRATIAN PORTS VIA MANUA	KUMANO MARU		· 	M. Winckler D. Lenz		
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND YAWATA MABU			J. Negao	- 1、東東	
AUSTRALIAN PORTS VIL MANILA KOBE & YOKOHAMA			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	D. Lenz	MELCHERS & Co	
NAGASAKI KOBE & YUKUHAMA	YAWATA MARU	Jab. str		J. Nagao	NIPPON YUSEN KAISHA	
JAPAN, HONOLULU, MANZANILLO, &c	Hongkong Maru			H. Hinokuma	Toyo Kisen Kaisha	
TATA N	TJIPANAS		. [R. Robertson	BUTTERFIELD & SWIRE	
TSINGTAU, CHEFOO & NEWCHWANG	KURICHOW	1 1.		Foresyth		
TIENTSIN		E. We de la comp	1.	V. McClyonmt-Lidde	I Jardine, Matheron & Co., Ld.	
QTIANGHAT	CHENAN	. Brit str.	· :	Wm. Lloyd Jones		
CHANGHAI MOJI KOBE & YUKUMAMA .		Dan. str.		E, W. Bruos	MELCHERS & Co	
SHANGHAI, YOKOHAMA & KOBE SHANGHAI, TSINGTAU, KOBE & YOKOHAM	ARABIEN	Ger. str.	1	H. Formes	The second of th	
SHANGHAI, RUBE & MOJI	Kutsano	Brit. str.	 .	Bradley	. Jardine, Matheson & Co., Ld.	On 5th May, at Noon.
CILANCHAT KOBE & IUKURAMA	" LEELVERING ***	se i det unt.	an Same President		. Hamburg-Amerika Linie .	
SHANGHAI MOJI, KOBE & YOKOHAMA	NILE *** ***	Brit. str.			P. & O. S. N. Co Nippon Yusen-Kaisha	About 5th May
SHANGHAI, MOJI & KOBE	HARATA MARU	Swed str	***	21. HEOUNER	OLOF WIJI & Co., LTD	On 16th May.
SHANGHAI. YOKOHAMA & KOBE YOKOHAMA					. Hamburg-Amerika Linie .	On 18th May.
CHANGHAT	TJILIWONG			Van D. Jalink		
TAMENT VIA SWATOW & AMUX	, Daijin maku			· · · · · · · · · · · · · · · · · · ·	Osaka Shosen Kaisha	
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. Bur.	2 h. 2 h		Douglas Laphaik & Co Douglas Laphaik & Co	
SWATOW AMOY & FOOCHOW	HAIYANG	Rrit. str.	***		Douglas Laprair & Co	
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.		J. S. Poach	Douglas Laprair & Co	On 5th May, at 11 A.M.
HAIPHONG	SUNGKIANG	i Brit. str	lm.	H. Mathias	Buiterfield & Swire	To morrow, at Noon.
READITE A	I UENSANG	Brite Str.	**		JARDINE, MATHESON & Co., Ld.	
I MANTLA CEBU & ILOILO	, LAFIRO				Shewan. Tomes & Co Shewan. Tomes & Co	
MANILA, CEBU & ILOILO	TEAN	1 70 M 1 1 1 1			BUTTERFILD & SWIRE	
MANILA	LOONGSANG	Brit. str.		Teask	JARDINE, MATHESON & Co., Ld.	On 6th May, at 2 P.M.
SANTIAKAN	MAUSANG	Brit. str.	-		JARDINE, MATHESON & Co., Ld.	
TERRETTON KUDAT & BANDAKAN	BORNEO	Ger. str.			MELCHERS & Co	
I I OMBAY TAT SINGAPORE, & COLOMBO	BINGO MARU				Jardine, Matheson & Co., Ld.	
SINGAPORE, SAMARANG & SOURABAYA SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	_	L	DAVID SASSOON & Co., LTD.	
ESTAGAPORE PENANG & CALCUTTAM.	NAMBANG	Brit. str.	iss	M. B. Lake	JARDINE, MATHESON & LD	On 8th May, at Noon
BATAVIA, CHERIBON, SAMARANG, &c	TJITAREM			V. Zwart	Java-China-Japan Lijn	Quick despatch.
			, 1 ,			

PACIFIC RAILWAY CO.'S CANADIAN ROYAL MAIL STEAMSHIP LINE.

1. From Green Island to the Harbour Master's.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobo, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SAT., 20th May "EMPRESS OF CHINA" SAT., 10th June "MONICE AGLE" WENDAY 28th June	"ALLAN LINE" FRIDAY, 7th July "EMPRESS OF IRELAND"Fat., 28th July
	s leave HONGKONG at 6 P.M.

at 12 Noon. " Montesgle " THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Moreoni Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamors) First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. E.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates.

affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Hates of Freight and Passage, apply to D. W. CRADDOCK, General Trafile Agent for China Corner Podder Street and Prays, opposite Elake Pier.

FRANCAIS EST MESSAGERIES MARITIMES, AGENTS.

TRIPS TO TONKIN.

S.S. "SI-KIANG," Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG (VIA KWANG CHOW WANG).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M. Arrives Haiphong on FRIDAY, at 2 P.M.

1ST AND 2ND CLASSES ON BOARD.

For Passages and Freight, apply to P. THOMAS, M.M. Co.'s AGENT.

BREMEN GERMAN LINES.

		Andrew Control of the	46	
	FOR	STEAMERS	TONS	LIAS OF
ROBE	ан УОКОНАМА	"PRINZ SIGISMUND," Capt. D. Lenz	6,000	About 2nd May.
JESSE	LTON, KUDAT and SANDAKAN	"BORNEO" Copt. F. SEMBILL	5,050	Saturday, 29th April, at 10 A.M.
GIBI	ES, GENOA, ALGIERS, RALTAR, SOUTHAMPTON, WERP & BREMEN	"PRINZ LUDWIG," Capt. F. v. Binzi	18,300 EB	{ Wed'day, 3rd { May, at Noon
	GHAI. TSINGTAU, KOBE	BULOW" Capt. H. FORMES		
NEW	LATTAP, ANGAUR, MARONN VGUINEA, BRISBANE, NEY and MELBOURNE	PRINZ SIC/SMUNI Capt. D. Lenz,)," 6,000	Saturday, 20th May, at D'ligh:

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 26th April, 1911.

PHILIPPINES

resident i de la companya de la com	and the state of t
CAPTAIN FOR SA	ILING DATE
M. C. Smith Manila, Cebu & Iloilo On 2	9th April, 4 P.M. 9th May: 4 P.M
	M. C. Smith Manila, Cebu & Iloilo On 29 S. Crosby Manila, Cebu & Iloilo On 19

For Freight or Passage, aprily to SHEWAN. TOMES & Co., General Managers. Hongkong, 21st April, 1911. PHILIPPINES S.S. Co.

PORTLAND & ASIATIC S.S. CO.

OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOROHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

"RYGJA" ... On 8th May. Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to FRED J. HALTON,

AGENT. [49

KING's BUILDING, (Opposite Blake Pier).

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT MALABAR CUAST: PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. S.S. "MONTROSE"... On or about 4th May. FOR BOSTON AND NEW YORK. 8.8 "MUNCASTER On or about CASTLE" | 11th May. For Freight and further information, apply to PODWELL & Co., LTD.,

Hongkong, 20th April, 1911

"SHIRE" LINE OF STEAMERS, LTD. FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamehip

"FLINTSHIRE," Captain G. C. Cundy, will be despatched as above about 12th Muy.

For Freight or Pussage, upply to JARDINE, MATHESON & Co. LTD., Hongkong, 24th April, 1911.

THE AMERICAN AND OBIENTAL

FOR NEW YORK. With Liberty to Call at the Malab

THILE Steamship "AFGHAN PRINCE." Captain Thomas, will be despatched for the

above Ports on or about 18th May, 1911. For Freight and Passage, apply to-ARNHOLD, KARBERG & Co., General Agents. Hongkong, 19th April, 1911.





HONOKONG

PASSENGERS.

Por Chenan, from Shanghai, Capt. Mrs and Master French, Capt. Stringer, Miss Welson and Mr Ray.

Per Delta, for Hongkong, from London, Mr and Mrs Rowell, Mr F. W. Anderson; from Marseilles, Mr G. H. Kent. Mr Le Cable and family; from Brindisi, Mr and Mrs Dodd; from Bombay, Mr and Mrs Nemaza, Mr F. C. Macdonald and Capt. E. Hogg: from Colombo, Messrs C. F. Arbewy, A. Stricker, A. Willick, Mecke, Schulty, E. Appett and Bruhl; from Singapore, Mr P. Hadon, Mr T. K. Swaine, Mr W. K. Lim, Rev. R. Richards, Prince F. Lobkowsty, Mr J. Ferdinand, Mr F. Wallace, Miss J. M. Williams, Miss G. Russell, Mr J. Hector Mr and Mrs Whitaker and family, Mr. Tzelman, Dr. Echultz, Mr Kauffmann, Miss Kropf, Mr E. B. Burt and Mr J. W. Ramer; for Shanghai, from London, Rev. Torrance, Mrs. Aires and infant, Mr and Mrs Hutchinson and infant, Mr. G. Pearson, Mr G. R. Martin, Mr Whitehouse, Mr H. L. Pearce, Eng. Comdr. and Mrs Harris, 2 children and nurse; from Marcoilles, Mr W. C. Foster, Mr A. Funk, Mr and Mrs Tremearne; from Bombay, Mias. Shanghensay; from Colombo, Major Hutchinson, Mr and Mrs Wallace and son, Mr and Mrs Crawford, 2 children, infant, nurse and servant. Mr and Mrs Theodore, Messrs Besven, Nenberger, Nakwasin, Howoshilan, G. Thiel, Miss. Cogan, Miss Laverick, Mrs Cooper and infant. Miss Macfarlene, Rev. and Mrs Rattenburg and 2 infants, Mr and Mrs Miles, Miss T. Way. Miss Banks, Miss Redshaw, Miss Bartlett, Miss Cream, Mr. H. A. Daires, Mr and Mrs Pederson. Mr Staffans, Mr i. H. Nielson, Miss Shanfelder and Mr Von Michalkowsky; from Penang, Mrs King, Mr Kischüchand, Mr Maugharum, Mr A. W. Burkill; from Singapore, Mrs Whitham Mr and Mrs Morris, Mr G. G. King, Mr W. G. Pirio and Mr C. Lushington; for Kobe, from Colombo Baron M. Matabat Cont. Colombo, Baron M. Metahof, Capt. Armstrong,
Mr Shanberber; from Penang, Mr Cowdy;
from Singapore, Misses B. Johnson and F.
Wright; for Yokohama, from Marseilles, Mr
F. H. Pentycross, Mr W. Bobrick and Mr S. Brown; from Bombay, Capt. G. S. Bull, Capt. H. N. Clegg and Mr S. Turukawa; from Colombo, Mr and Mrs Rischbirsh; from Singa-pore, Mr and Mrs Tremearne.

Per Kaga Maru, for Japan, Mr and Mrs C. Sato, Miss Sato, Mr Bull, Mr Clegg, Mrs Mar-tin Egan, Mr and Mrs Walker and child, Mrs Corbett, Mr Asai, Rev. and Mrs Barnett, Mrs Webb and child, Mrs Adams and child, Mr Pappail, Mr Parker, Mr J. A. Moyer, Capt. Ikeda, Miss Shimms, Miss Iwamoto, Messrs Tochikawa, Nakano, Matsuda, Takenouchi and

ORIENTAL STEAM NAVIGATION COMPANY.

ECMARKS. OF CALL Capt. G. W. Cockman, B.N.B. | Noon, 29th | See Special Advertisement. LONDON and ANTWERP NANG, COLOMBO, and Capt. H. W. A. Clark, May Freight only PORT SAID.....

SHANGHAI, MOJI, KOBE NILE About 5th Freight and and YOKOHAMA Capt. E. F. Daldy, R.N.R. May. Passage. LUNDON and ANTWERP VIA SINGAPORE, PE. (SICILIA) About 17th) Froight and NANG, COLOMBO, PORT (Capt. C. H. Watkins, May Passage.

E. A. HEWETT, Superintendent. Hongkong, 28th April, 1911.

SAID and MARSEILLES

For Further Particulars apply to

SAILINGS SUBJECT TO ALTERATION TO BAIL TSINGTAU, CHEFOO & NEWCHWANG On 29th April, D'light HAIPHONG On 29th April Noon, SHANGHAI "CHENAN".... MANELA, CEBU and ILOILO "TEAN" On 2nd May, 4 P.M. MANILA, ZAMBOANGA, THURS-DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS. ("CHANGSHA" On 3rd May, 4 P.M. BANE. SYDNEY & MELBOURNE J

"KUEICHOW" On 5th May, 4 P.M. TIENTSIN ... DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN " and S.S. "SANUL" AUSTRALIAN STEAMERS have superior accommodation with Electric Light. throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Dock, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Dock, aft.

SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," CHINHUA" and "LINAN") with excellent accommoda. tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Salcon. leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

the transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36 For Freight or Passage apply to-BUTTERFIELD & SWIRE. Hongkong, 28th April, 1911 AGENTS.

INDO-CHINA S. NAV. CO., I D.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.) *-SINGAPORE, SAMARANG "SUISANG" Saturday,29th April, Noon. * MANILA "YUENSANG" ... Saturday, 29th April, 2 P.M. **SHANGHAI, KOBE and MOJI "KUTSANG" .. Friday, 5th May, Noon. MANILA

"LOONGSANG" Saturday,6th May, 2 P.M.

SINGAPORE,PENANG & CALCUTTA" NASIBANG" Monday, 8th May, Noon.

"TIENTSIN "CHEONGSHING" Tuesday,9th May, Noon. SANDAKAN "MAUSANG" ... Wed'day,17th May, Noon.

RETURN TOURNS TO JAPAN, (OCCUPYING 24 DAYS). The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobo (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

out with Electric Light. † Taking Cargo on through Bills of Lading to Yangtsze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin & Newchwang, I Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Twac Usukan, Jesselton and Labuan, Telephone No. 215, Sub. Exch. 4.

* Steamers have superior accommodation for First Class Passaugers and are fitted through-

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Hougkong, 28th April, 1911. GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

TIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, hoving Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW. AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days). RTHAMSHIPS LEAVING. HAICHING" Capt. W. C. Passmore... FRIDAY, 28th April, at 11 A.M. "HAIYANG" Capt. A. E. Hodgins TUESDAY May, at 11 A.M. "HAITAN" ... Capt. J. S. Roach FRIDAY. 5th May, at 11 A.M. FOR SWATOW RETURN.

(Occupying 3 Days). 30th April, at 10 a.m. "HAIMUN" Capt. J. W. Evans 3rd May, at 11 A.M.

"Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to-

DOUGLAS, LAPRAIK & Co., GENERAL MANAGUES. dongkong, 28th April, 1911.

HAMBURG-AMERIKA

IN CONJUNCTION WITH

DEUTSCHE DAMPFSCHIFFAHRIS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK. TITAKING Cargo at Through Bates to all European North Continental and British

Ports, also Trieste, Lisbon, Oporto, Marseilles, Genea, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports. NEXT SAILINGS FROM HONGKONG:

	OUTWAR	₹D.	
FOR SHNGH	м. Кови & Ү	оконама:	
8.S. FR	einfels	6th May 18th May	
s.s. st	AVONIA	4th June 15th June	
8.8. SP 8.8. SI	EZIA	1st July 12th July	

For Further Particulars, apply to-

HOMEWARD. FOR ROTTERDAM, HAMBURG & ANTWERP S.S. BELGRAVIA ... 4th May. FOR HAYRE, BREMEN & HAMBURG: S.S. SUEVIA 10th May. FOR ROTTERDAM, HAMBURG & ANTWERP S.S. SACHSEN 26th May FOR MARSEILLES, HAVRE & HAMBURG: FOR ROTTERDAM & HAMBURG: S.S. ARCADIA ... 2nd June FOR HAVEE & HAMBURG: S.S. FREIENFELS ... 10th June.

HAMBURG-AMERIKA LINIE,

Hongkong Office. Hongkong, 28th April, 1911

(THE JAPAN MAIL STEAMSHIP CO.)

•		PEOJECTED SAILINGS PE	om Ho	NGKONG-
		SUBJECT TO ALTERA		
	DESTINATIONS.	STEAMERS.	TONS.	
		AKI MARU		JWED'DAY, 10th
	MARSEILLES, LONDON and	Capt. K. Hommer,	7,000	May, at Daylig!
	ANTWERP, via SINGA-	MISHIMA MAR	U	JWED'DAY, 24th
:	PORE, PRNANG, COLOMBO, SUEZ and	Capt. A. E. Moses,	9,000	May, at Daylight
	PORTSAID	KAGA MARU	gradient der Gradien der G	[WED'DAY, 7th
		Capt. M. Hagino,	7,000	1 June, at Davlight
		S KAMAKURA MA		SATURDAY, 20th
•	VICTORIA B.U. & SEATTLE	Capt. B. Kon,	7,000	May, from Konn
	VICTORIA, B.C. and	STAWA MARU	7	JTUESDAY, 23rd
:	SEATILE, via SHANG-	Capt. Irizawa,	7,000	
	HAI MOJI KOBE,	INABA MARU	1,000	
	YOKKAICHI, and YOKO-	Capt. S. Tominaga,	7,000	TUESDAY, 20th. June, at 4 P.M.
	SYDNEY and MELBOURNE,	KUMANO MARU	-	FRIDAY, 12th
	via MANILA, THURSDAY	Capt. M. Winckler.	6,000	May, at Noon.
	ISLAND, TOWNSVILLE			FRIDAY, 9th
1	and BRISBANE		5,000	
ļ	BOMBAY vis SINGAPORE,			(TUESDAY, 2nd
	and COLOMBO		5,000	May.
1	NAGASARI, KOBE and			
1	ТОКОНАМА			(WED'DAY, 10th
	SHANGHAI, MOJI and	TIANAMA MADIY	5,000	May, at Noon
	KOBE	Capt. A. Mocker.		WED'DAY, 10th May.
	§ Fitted with New System of Wire	loss Tolography 7 Camina W	7,000	
	† Cal	ling at Keeling and Shimizi	700k 1 8 9 1	sengers. 1 Cargo only
Ì			 -	

PASSENGER SEASON. SAILINGS AND PASSAGE RATES FROM HONGKONG. TO MARSEILLES AND LONDON VIA SUEZ CANAL.

Steamers.	Tons. Leave H.K.	To London, per New Steamer
	والمهروب والمنافر	let Class S Y. 550.0
AKI MARU	7000 10th May	,, ,, ,, R 825.0 ,, ,, 2nd Class S 360.0
MISHIMA	9000 24th "	, oldstr. 1st Class S 500.0
KAGA "	7000 7th June	" " 750.0 " 2ud Class S 330.0
37 F.C 19	NODIA DO CODA	R 495.0
Steamore.	Tons. Leave H.K.	TTLE, WASH., U.S.A. RATES OF PASSAGE.
		To Pacific Coast Common Points:
AWA MARU	7000 23rd May.	1st Class S £3 ,, ,, 2nd Class S £2
INABA	7000 20th June	To London via New York: 1st Class S £6
		" via St. Lawrence: 1st Class S £5

For further information as to Freight, Passage, Sailings, &c., apply to KUSUMOTO, MANAGER.

U.S. MAIL

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC. PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS MONGOTTA	Tons	SATLING	DATES	
MONOULL	27,000	SATURDAY,	29th April,	at I P.W.
KOREA	18,000	SATURADY,	27th May	at I P.M.
* SIBERIA * MANCHURIA	2 7 0 00	FRIDAY	9th June,	at I P.M.
" MONGOLIA	27.000	SATITEDAY	24th June, 15th July,	at I pu
W KUKEA	18.0 3	FRIDAY	11th Aug.	at i P.M.
SIBERIA	18.000	FRIDAY	26th Aug.,	at I.P.M.
* MANCHURIA	27,000	FRIDAY,	8th Sept.,	at 1 PM
* Twin Screws.				

All Steamers are Equipped with Wireless Telegraphy. THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO VIA IL SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONGLULU, on SATURDAY, 29th April, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX Montus, £120; 24 Montus, £125; including Berth and Meals ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: -Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 19th May, at 1 P.M. CHINA......10,200 Tons FRIDAY, 16th June, at 1 P.M. FITHE S.S. "PERSIA" will leave for SAN FRANCISCO VIA SHANGHAT, NAGA. L SAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 19th May, at 1 P.M. On the Fine MAIL Steamers, ASIA, CHINA and PERSIA FIRST CLASS. SALOON SERVICE is furnished at Intermediate Rates. FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43. via New York HONGKONG TO SAN FRANCISCO

HONGKONG TO SAN FRANCISCO
Through Bills of Lading issued to Japan, North, Central and South American Ports, For further information as to Passage au I Freight, apply to the Agency of the Companies, King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS &c.

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BAGGAGE collected, forwarded and insured at lowest rates.

FOREIGN MONIES exchanged. CRIME OFFICE:-LUDGATE CIRCUS LONDON, E.C.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

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IMPERIAL JAPANESE . TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY_at_SAN_FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). CAPTAIN DATE OF SAILING. * AMERICA MARU ... 11,000 ... A. G. Stevens ... FRIDAY, May 5th, 1 P.M † TENYO MARU ... 21,000 ... E. Bent FRIDAY,
NIPPON MARU ... 11,000 ... H. S. Smith ... FRIDAY,
† CHIYO MARU ... 21,000 ... W. W. Greene FRIDAY, May 12th, 1 P.M. June 2nd, 1 P.M. June, 30th, 1 P.M. † Triplo Sorewa, turbine engines. Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices. THE Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 5th May, at 1 P.M.

SOUTH AMERICAN LINE

(In Connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TONS. CAPTAIN STRAMER DATE OF SAILING. HONGKONG MARU 11,000 ... H. Hinekuma SATURDAY, June 17th, 1 P.M. ... 17,500 ... H. Nishi ... TUESDAY. Aug. 15th, 1 p.m. ... 10,500 ... K. Hashimoto SATURDAY, Oct. 14th, 1 P.M. BUYO MARU

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKO. HAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO. IQUIQUE, VALPARAISO AND CORONEL on SATURDAY, 17th June, at 1 P.M. FARES FROM HONGKONG,

TO SAN FRANCISCO £ 45.0-0. Single " NEW YORK £ 60.0-0, £ 71.10.0, " £ 120-0-0, Return 6 Months £ 125.0.0, , 24

SALINA CRUZ or MANZANILLO Yen. 420,00, Single " VALPARAISO... Yen. 570.00, SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:-TO EUROPEAN POINTS :- Officials of any European Naval, Military, Diplomatic.

Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan. TO CANADIAN AND UNITED STATES POINTS :- Commissioned Officers of

the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call. TO ALL POINTS :- Missionaries and their families. (These concessions apply to San Francisco Line Only).
These magnificent steamers are most up-to-date and luxurious in every way. Excellent

cuisine and accommodation. "TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 212 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to K. MATSDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

SHOSEN OSAKA KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration). TRANS-PACIFIC SERVICE.



Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY THE CHICAGO, MILWAUKEE AND ST. PAUL BAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexice. Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LHAVES.
ICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and Yorohama ICTORIA, B.C. & TACOMA	"CANADA MARU"	-	TUESDAY, 2nd May, at Daylight
VIA KEELUNG, NAGASAKI, KOBE and Yokohana	"TACOMA MARU"	6,178	TUESDAY, 16th May at Dayligh

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steamers Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels, Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

STRAMERS LHAVER TAMSUI VIA SWATOW "DAIJIN MARU" SUNDAY, 30th April, and AMOY at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings S. HIROI, MANAGER.

"The Reer That's Brewed to Suit The Climate"

Just Try It"

Oriental Brewery Limited Hongkong

18 CARAT GENUINE ROLLED GOLD JEWELLERIES

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Kept in Stock by the Undersigned.

THE GOODS ARE WARRANTED TO KEEP FOR 10 YEARS. Sole Representative for China:

HUGO C. A. FROMM,

TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

POS'	r of	FICE	NOT	CICE	· · ·	· ·
iborian M	ail. is du	to to arri	vo here	to-day.		

The Assays, with the Si Only fully prepaid letters and postcards are transmissible by the SIBERIAN

Route to EUROPE. Hollow, Tourans and Quinhon ... Bwatow, Amor and Foodbow Batavia, Cheribon, Bamarang and Soural aya ... Titaroom ...

Taington, Chefco and Newchwang Nanshang Amoy, Straits and Rangoon Jesselton, Kudat and Sandakan Saturday, 29th, 9.00 A M Swatow and Bangkok ... Chowtai ... Saturday, 29th, 10.00 A M Singapore, Bancarang and Sourabaya ... Saturday, 29th, 10.00 A M Sungkiang... Saturday, 29th, Printed Matter and Samples... 10.00 A M Registration ... 10.00 A M (Registration, with late SHARGHAI, NAGASARI, KORE, YOROHAMA, ? fee of 10 cents, up to HONOLULU AND SAN FRANCISCO Registration, Kowloon ... 10.00 A M No late fee-... 11.03 A b Letters .

Saturday, 29th, EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11:00 A.M. to Noon Extra Printed Matter and Sam-. 11.00 A M Postage 10 cents.) Registration ... 10.00 A (Supplementary mail on board up to the time fixed for departure of the mail. (Registration; with late fee of 10 cents, up to Extra Postago 10 cents.) ... (Letters posted in all the Pillar Boxes 10,45 A.M.) Registration, Kowloon in time for the first clearance will be B.O. ... 10.00 A M included in this contract mail.) The Parcel mail will be closed to-day No late fee. Lettern ... 11.00 A M -29th, 1.00 P M Manila, Cebu and Hollo ... Saturday, 29th, 1.15 P & Manila, Cobu and Iloilo ... Saturday, 29th, 3.00 PM Saturday, 29th, Registration, Kowlood ... 3.00 P S Printed Matter and Sam SHANGHAI, NAGASARI, KODE, YOKOHAMA.

ples... 4.00 P m VICTORIA AND VANCOUVER (B.C.) > Empress of India Registration ... 3.15 pm SIBERIAN NATE TO EUROPE (Registration, with late fee of 14 cents, up to ... 5.00 r M 29th, 5.00 P M Sunday. 30th, 9.00 A M Sunday, Swatow, Amoy and Tamsui 30th, 9.00 A M \mathbf{MAY} 1et. 1.15 P M Monday, 2nd, 10.00 A M Swatow, Amoy and Foochow Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Tuesday, 2nd, 10.00 A M Dunodin, Melbourne, Adelaide, Perth

and Fremantle Tuesday. 2nd, 3.00 P Manila, Cobu and Iloilo ... Wednesday, 3rd, 10. AM **Bwatow** Wednesday, Erd, Printed matter and Sam-10.00 A M EUROPE, &C., INDIA VIA TUTICORIN, Registration ... 10.00 A M (Late Letters 11.00 -A.M. to 11.30 Extra (Registration, with late Postage 10 ounts) Postage 10 oats)
(Letters posted in all the Pillar Boxes in fee of 10 cents up to Prinz Ludwig .. 10.45 A M time for the first clearance will be Kowloon Registration. included in this contract mail.) ... 10.00 A M No late fee. ... DL.00 A M Letters Wednesday, 3rd, Noon Lightning ... Singapore, Penang and Calcutta Manila, Ceba, Ilollo, Port Darwin, Thurs-

day Island, Cooktown, Cairns Townsville, Wednesday, 3rd, 3.00 P M Brisbane, Sydney, Hobart, Launceston, Changsha ... New Zenland, Dunedin, Melbourne, Ade laide, Porth and Fremantle ... 5th, 10.00 A M Swatow, Amoy and Foodhow Haitan 5th, 11.00 A M Friday, Bhanghai, Kobe and Moji Kutsang ... Friday, Wih, 3.00 г и Kueichow ... Saturday 6th, 11.00 A M Cheonashina Tientsin Manila, Cobu and Iloilo Saturday. 100 р м Monday, 8th, 11,00 A M Singapore, Penang and Calcutta Namsang ... Tuesday. Printed Matter and Sam-.... 10.00 a M EUROPE, &c., INDIA VIA TUTICORIN, Registration ... 10.00 A M (Late Letters 11.00 A.M. to Noon. Extra (Registration, with late Postage 10 cents.) fee of 10 cents up to (Letters posted in all the Pillar Boxes in 10.45 A.M.) time for the first clearance will be Registration, Kowloon

MONEY LETTERS-The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO Mails for "CANTON, "W UCHOW and "SAMSHUI will be closed on week-days at 7.30 a.m.

end at 5 p.m until further notice. A Mail for MACAO is despatched per s.s. Sui An on week-days at 7.15 a.m., on Sundays the mail for Masso is closed at 8 a.m. Mails for NAMTAU, and SUABUB are closed every week-day at 6 p.m.

W. H. ALLEN, SON & CO., LTD., QUEEN'S ENGINEERING WORKS. BEDFORD. ENGLAND.

MANUFACTURERS OF :-A .- Centrifugal Pumps (including Turbine Pumps) driven by Steam-Engines, Electric-Motors or by Belt. B.—Condensing Plants of the Surface and Jet

included in this contract mail.)

Character Driven by Steam-Engines, Electric Motors or in any other manner. C.-Steam-Engines of the Open and Enclosed Type for Electric Lighting, Transmission of Power or for Driving by Belt.

D.-Continuous Current Dynamos and Motors. E. Centrifugal Fans for Forced or Induced Draft Driven by Steam-Engines, Electric-Motors or by Belt.

F.-Allen Vertical Enclosed Air Compressors. G.-Vertical Oil Engines.

H .- " Allen-Picard, Pictet " Water Turbines. Full Details and Particulars of any of the above-mentioned Machinery.

Apply to: WILLIAM C. JACK & CO., LTD.,

14. DES VIEUX ROAD CENTEAL, HONGKONG.

COMMERCIAL.

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EKCHANGE

ON LONDON :--Bank Bills, on demand 231 Credits, at 4 months sight235 ON GERMANY:-ON NEW YORK:-Bank Bills, on demand442

Credits, at 60 days' sight451 ON BOMBAY:--ON CALCUTTA:-ON SHANGHAI :--ON YOKOHAMA:—On demand......892 ON MANILA :- On demand-Pesos-891 -ON SINGAPORE :-- On domand78 ON BATAVIA: -On demand1091

GOLD LEAF, 100 fine, per tael\$56.90 SUBSIDIARY COINS. Chinese20 cents pieces.....\$6.88 discount.

Hongkong ...20

THE CIGARETTES OF DISTINCTION

Bouton Rouge and Felucca



CAIREIEGYPIE

THE MAN OF TASTE

AT \$4.20 AND \$2.80

ALL TOBACCONISTS.

PER 100



Hongkong \$7.00				
SHARE LIST.	-QUOTA	ATION	S.	
Hongrong, April 27th, 1911.				
Stocks.	NO. OF *	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
Banks.— Hongkong & Shanghai Bank Corporation	120,000	\$125	a.ll	{\$900, sellers £88.
National Bank of China, Limited	99,925	£ 7	£6	\$80, buyers
China Borneo Company, Limited	- 60,000	\$12	all	\$9.
China Light and Power Company, Limited.	50,000 50,000	\$5 \$1	all	} \$1.10, buyers
China Provident, Loan & Mortgage Co., Ld COTTON MILLS.—	200,000	\$10	all	87½.
Ewo Cotton Spin's. & Weaving Co., Ld.	20,000	1'ls. 50	all	Tls. 85.
Hongkong Cotton Spinning Co., Ld	125,000	%10 Tls. 75	ai	\$53, sellers
International Cotton Manufing Co., Ld.	10,000 8,000	Tis. 100	all all	Tls. 48. Tls. 57.
Leou-Kung-Mow C. Spin & Weav. Co., Ld	20,000	Th. 50	Bil	Tls. 22½.
Soy Chee Cotton Spirning Co., Limited		· · · .		
Dairy Farm Company, Limited Docks and Wharves	40,000	\$73	\$6	
H'kong & Kowloon Wharf & G. Co., La.	60,000	\$50	all	\$52, sellers
Hongkong and Whampon Dock Co., Ld.	50,000	\$50	all	\$55, sales
New Amoy Dock Co., Limited	10,000	364	a'l all	\$6, buyers
Shanghai Dock and Engingering Co., Ld	55,700	Tis. 100 Tis. 100	8.1	Tls. 65.
Shanghai and Hongkow Whar's Co., Ld.,	35,000	525		Tls, 85. 85, buyers
Fenwick & Co., Limite.	18,000 400,000	516	all	935, sellera
Green Island Come at Co., Limited	7,000	£10	LLu	\$200.
Dongkong Bir. China Gas. Co., Limited	60,000	1. r .	all	8212, x div.
Hongkon Electric Co., Limited	12,000		all	\$112,)
Hor grong Hotel Company, Limited	8,000	¥5U ₹	\$25	870,
	15 ,000	Ps. 10	all	\$11.
Manila Metropole Hotel Limited	50,00	\$25	₩Ţ	\$185.
Hongkong Ice Company, Limited Hongkong Rope Manufacturing Co., Limited	60,000	510		317.
H'kong & South China Steam Fisheries Co., Ld.	15,000	\$1 0	\$7	\$7, buyers
NKURANCES	-~-	e.i=n	SEU.	8180.
Canton Insurance Office Co., Limited	10,000	\$250 \$100	1	1 7
China Fire Insurance Co., Limited	20,000	* ·	`	Larence .
China Traders Insurance Co., Limited	24,000	1 500,00	1	0770

\$50 \$330, buyers £5 Ths. 160. \$100 \$800, x div. buy. China Traders Insurance Co., Limited... \$250 £15 \$250 Hongkong Fire Insurance Co., Limited 10,000 12,400 12,000 North-China Insurance Co., Limited ... Union Insurance Society, Limited ... Yangtsze Insurance Association, Limited 500 \$190, x div. \$100 ANDS AND BUILDINGS.all | \$94, sellers 50,000 Hongkong Land Invest. Agency Co., Ld. Humphreys' Estate and Finance Co., Ld. ali - \$61, sellers **x10** 150,000 \$28, sellers 6,000 Kowloon Land and Building Co., Ld. ... Shanghai Land Investment Co., Limited Tls. 99. 78,000 12,500 West Point Building Co., Limited MINING. Fcs. 250 16,000 SociétéFrançaise desCharb'ges du Tonkin Raub Australian Gold Mining Co., Ld ... \$1.10, buyers Peak Tramways Co., Limited. \$10 50,000 \$5, buyers 310 75,000 Philippine Co., Limited REFINERIES. \$107, sellera \$100 20,000 China Sugar Refining Co., Limited \$100 7,000 Luzon Sugar Refining Co., Limited ... STEAMSHIP COMPANIES .-\$10, buyers \$25 \$50 \$15 30,000 20,000 China and Manila Steamship Co., Ld. ... Douglas Steamship Co., Limited ... Hongkong, Canton & Macao S.B. Co., Ld. \$294, sellers 62½, bu. {£'don. 60,000 pref. 60,000 def. Indo-China Steam Navigation Co., Ld

Watkins, Limited 90,000 \$6, buyers A. S. Watson & Co., Limited \$12, buyers Weissmann. Limited 412. buyers H. Price & Co., Ltd. \$4 \$10, sellers 9.900 ordy United Asbestos Oriental Agency, Limited, 100 fders Union Waterboat Co., Limited 5/1 per lb. steady Para Rubber in London Quotation. Interest. Value. Amount. Loans. 7% p. annum Por. Tis. 757,200 Chinese Imperial 1886 VERNON & SMYTH. Share-Brokers.

2,500,000

10,000

6,000 20,000

1,200 15,000

TO-DAY 9.15 P.M.—Philharmonic Concert at City Hall. TO MORROW 1230 P.M .- Fourth Ordinary Annual Meeting of H. Price & Co., Ltd.

Shell Transport & Trading Co., Limited.

Star Ferry Company, Limited

South China Morning Post, Limited

Steam Laundry Company, Limited... STORES AND DISPENSABIES.—

Wm. Powell, Limited

Campbell, Moore & Co., Limited

... 10.00 A M

... 11,00 а м

No late fee.

Letters

FORTHCOMING EVENTS. Saturday, 24th June-Extraordinary General Meeting of the National Bank of China, Ld. 12.30 P.M. OPIUM.

--:0:--- April 26th Unotations are:--. \$2,200/2.250 per picul Malwa New Malwa Old ... \$2,270/2,300 Malwa Older ... \$2,320/2,340 Malwa V. Old ... \$2,363/2,380 Persian fine quality ... \$1,150 Persian extra fine... \$2,025 Patna New \$2,350 per chest.

ON SALE. A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

\$3, buyors

83, sellers

FOR DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the Sun. English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Bilver

FROM 1893 TO 1909;

RATES FOR SOVEREIGNS, GOLL LEAF, BAR SILVER (From 1900). and other Useful Information. PRICE: \$1 Cash.

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CHAM (SWITZERLAND) AND LONDON.

Another Famous Product of the above

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GUARANTEED FULL CREAM.

LARGEST SALE IN THE WORLD.

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LANE, CRAWFORD & Co. KWAN TYE. Queen's Road Central. CHEONG TYE. Queen's Road Central. MAN YUEN. Queen's Road East. NAM HING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY, 11, Caine Road.

H. PRICE & CO., LTD.

SHAREHOLDERS.

/HIME FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Company's Offices, at 12, Queen's Road Central, on SATUR-DAY, the 29th inst., at 12.30 P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th to 29th inst., both days inclusive.

By Order of the Board of Directors,

A. CHARLTON,

Secretary.

Hongkong, 21st April, 1911.

Previous On Date On Date

nt 4 p.m. 10 a.m. 4 p.m.

29.94

29,84

HONGKONG TIDE TABLE.

From April 28th to May 4th, 1911.

LOW WATER. HIGH WATER. Mean

3 m 1 32 | 4 3 m 6 0 3

4 m 3 8 4 1 m 5 23 3

m 11 42 | 7 2 | 7 40 a 0

Weather Highest open air Temperature on 26th. 87 Lowest open air Temperature on 26th, 70

HONGKONG METEOROLOGICAL

REGISTER.

Hongkong Observatory, April 27th.

ON SALE.

Barometer

Wind Direction .

" Forceti

Temperature »

Humidity

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG For Demand Drafts on London on the day of

or preceeding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years FROM 1874 TO 1909. Price \$2 Cash. On sale at the "DAILY. PRESS" Office, or Local Booksellers.

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